STATE ROUTE

Transportation Concept Report

Office of System Planning **May 2003**

District 6

Approval Recommended:

_____ _____

D. Alan McCuen **Date**
Deputy District Director
Planning

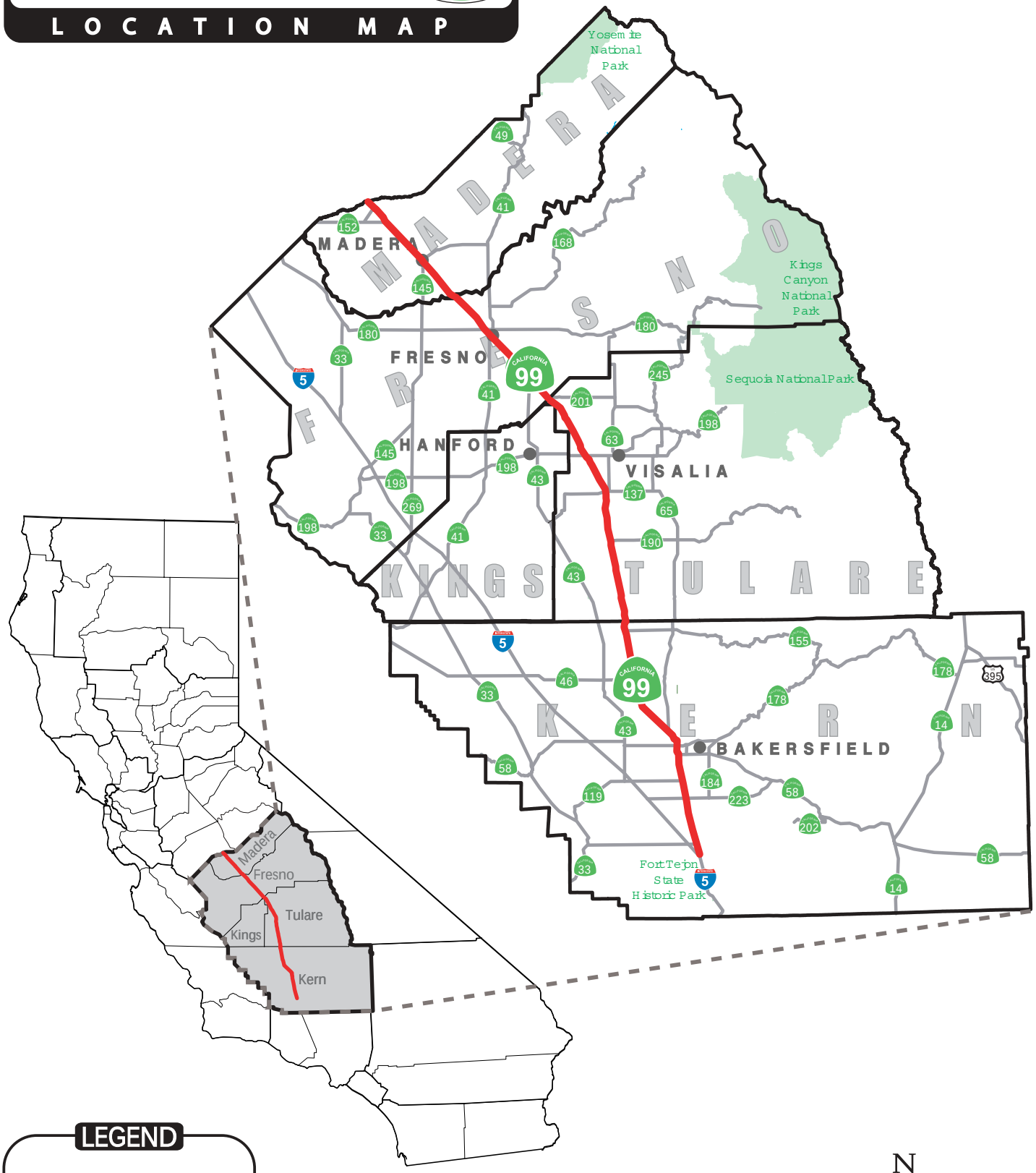
_____ _____

J. Mike Leonardo **Date**
District Director

STATE ROUTE

TRANSPORTATION CONCEPT REPORT

LOCATION MAP



LEGEND

Counties within District 6 which SR 99 traverses

Caltrans District 6 Boundary

Caltrans

N

Not To Scale

pages

DRAFT
Transportation Concept Report
State Route 99
May 2003

I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system planning document that establishes a planning concept for the corridor through the year 2025. The TCR provides route data and information, as well as current and projected (years 2003, 2010, and 2025, respectively) operating characteristics. Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment.

However, operational improvements, such as weaving lanes, are discussed as interim measures. The TCR also identifies transit, notably the High Speed Passenger Rail System, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2025.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor. This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process.

Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project report and design phases.

Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed.

The TCR for State Route 99 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At Interstate 5 (I-5) near the base of the Tehachapi Mountains in Kern County.
Ends: At Route 36 near Red Bluff inTehama County.

Length: 416-mile highway, through the San Joaquin and Sacramento Valleys.

This Transportation Concept Report covers the 173 miles of SR 99 within District 6, from the I-5 junction in Kern County to the Fresno/Merced County line. District 6 includes Kern, Tulare, Kings, Fresno, and Madera Counties. At the beginning of the document (Location Map, page "i") is a map showing the location of Route 99 within District 6.

Land Use: Primarily rural agriculture and grazeland, with smaller communities such as Delano, Tulare, and Madera interspersed along with highway commercial at numerous interchanges.

See Appendix for Glossary

The highway also travels through the urban centers of Bakersfield, Tulare, Visalia, and Fresno. There are other agricultural-oriented activities such as dairy farms, poultry processing, wineries, and heavy farm equipment sales and repair along the route. Oilfields are prevalent near Bakersfield in Kern County.

Terrain: Generally on flat terrain, with high plains in the southern Kern County portion.

A. Modal Alternatives

Transit Services: Both fixed-route and dial-a-ride buses serve the local traveler as shown below:

Kern County: Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, the Airport Bus of Bakersfield, and the Amtrak bus. Kern Regional Transit operates along this corridor from Bakersfield to Frazier Park and also to Lamont and Wasco.

Tulare County: Both city and county operated Dial-a-Ride Fixed Route Services serve the urban area of Tulare, Visalia, Earlimart, Pixley, and Tipton areas. Tulare County Transit operates along the SR 99 corridor from Delano (in Kern County) to the City of Tulare. The Orange Belt Stages and Amtrak service link is located in the area around the junction of SR 137 and SR 99 in the Tulare urban area. The Orange Belt Stages and Greyhound Bus Lines' depot is located northwest of the SR 198/SR 99 junction, and serves SR 198, SR 63, and SR 65.

Greyhound Bus Lines provide fixed-route service throughout the SR 99 corridor.

Fresno County: Common transit carriers include Greyhound Bus Lines, Coalinga-Fresno Line, Southeast Transit, and Orange Belt Stages. Fresno Area Express (FAX) buses and Handy Ride Service buses serve the Fresno area.

Madera County: The City of Madera Dial-a-Ride bus service area begins at Avenue 12 and includes the northern service area boundary. Greyhound Bus Lines also serves Madera.

For a segment by segment list of specific transit providers, please see the Transit Services chart in the Appendix on page A-6.

Amtrak and High Speed Rail: There are currently six Amtrak passenger rail trains that traverse through District 6 on a daily basis on the San Joaquin Route, with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

There are currently six Amtrak passenger rail trains that traverse the SR 99 corridor on a daily basis with connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

The California High Speed Rail Authority has developed a plan to build a high-speed rail line parallel to, and west of Route 99, from Los Angeles to San Francisco. The plan describes a 700-mile-long high-speed train system capable of 200 mile per hour speeds.

The system would serve the major metropolitan centers of California in 2020; it would carry 32 million intercity passengers annually, transport another 10 million commuters and would generate nearly $900 million in revenue.

See Appendix for Glossary

Bicycle Routes: There are no bicycle routes on Route 99 due to the controlled access ROW of the freeway, which prohibits non-motorized transportation on the facility.

B. Intelligent Transportation Systems

Numerous applications of ITS exist or are proposed throughout the extent of Route 99. Existing ITS applications along Route 99 are: Weather Stations (WS), Changeable Message Signs (CMS), Closed Circuit TV (CCTV), and Highway Advisory Radio (HAR).

Communication lines will be enhanced by the planned fiber optic network planned along the Route 99 corridor, along with other corridors in the Fresno-Clovis Metropolitan Area.

Deployment of ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings.

This Changeable Message Sign (CMS) is warning motorists of hazardous driving conditions due to dense fog along SR 99.

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. In addition, the Kern Council of Governments (Kern COG), through the creation of the Kern Motorist Aid Authority, operates and maintains a motorist aid call box system within Kern County.

Specific segment by segment information is located in the ITS chart in the Appendix, pages A 2-5.

C. Highway Facts

- In District 6, Route 99 is a high-volume interregional north-south route. As a major route in the most productive agricultural region in the world, Route 99 is critical to the economic vitality of the state. It is known sometimes as the "main street" of the Central Valley because of its significance for movement of goods and services.
- Heavily used by interstate travelers, commuters, recreational travelers, and goods movement, with the Annual Average Daily Traffic (AADT) ranging from 30,000 to 109,000, with trucks constituting up to 38 percent.
- Part of the State Highway System (1909) and the California Freeway and Expressway System (1959).
- Designated as State High Emphasis Focus Route on the Interregional Road System (IRRS).

SR 99 is heavily used for goods movement, with trucks constituting up to 38% of AADT.

- Recognized as a Transportation Gateway of Major Statewide Significance. As such, there are many capacity improvements indicated along Route 99 in the Interregional Transportation Strategic Plan (ITSP).
- Identified as a "Priority Global Gateway" for goods movement in the Global Gateways Development Program (January 2002).
- Under the Federal-aid Surface Transportation Program, Route 99 is part of the National Highway System as a STRAHNET route.

See Appendix for Glossary

- On the National Network for STAA trucks (large trucks).
- Functionally classified as a Principal Arterial.
- Identified as an Intermodal Corridor of Economic Significance (ICES).

D. Specific Environmental Considerations

The Elderberry Longhorn Beetle is on the State list of sensitive biological species and has habitat in the Central Valley along SR 99.

Specific sensitive biological species include, but is not limited to, the following flora and fauna: FLORA-wetland areas, Valley Sacation grassland, and elderberry bushes; FAUNA-kit fox, burrowing owl, migratory birds, fairy shrimp, elderberry longhorn beetle, western pond turtle, Fresno and Tipton kangaroo rats, bats, blunt-nosed leopard lizard, giant garter snake. In addition, there are historical sites that will need to be investigated further such as the Tagus Ranch, Mammoth Orange Restaurant, and the pine and palm tree grouping in the median of Route 99 in Madera County (approximately south of Avenue 11 OC-PM 6.1,KP 9.8) which designates the central location of old Route 99 between northern and southern California.

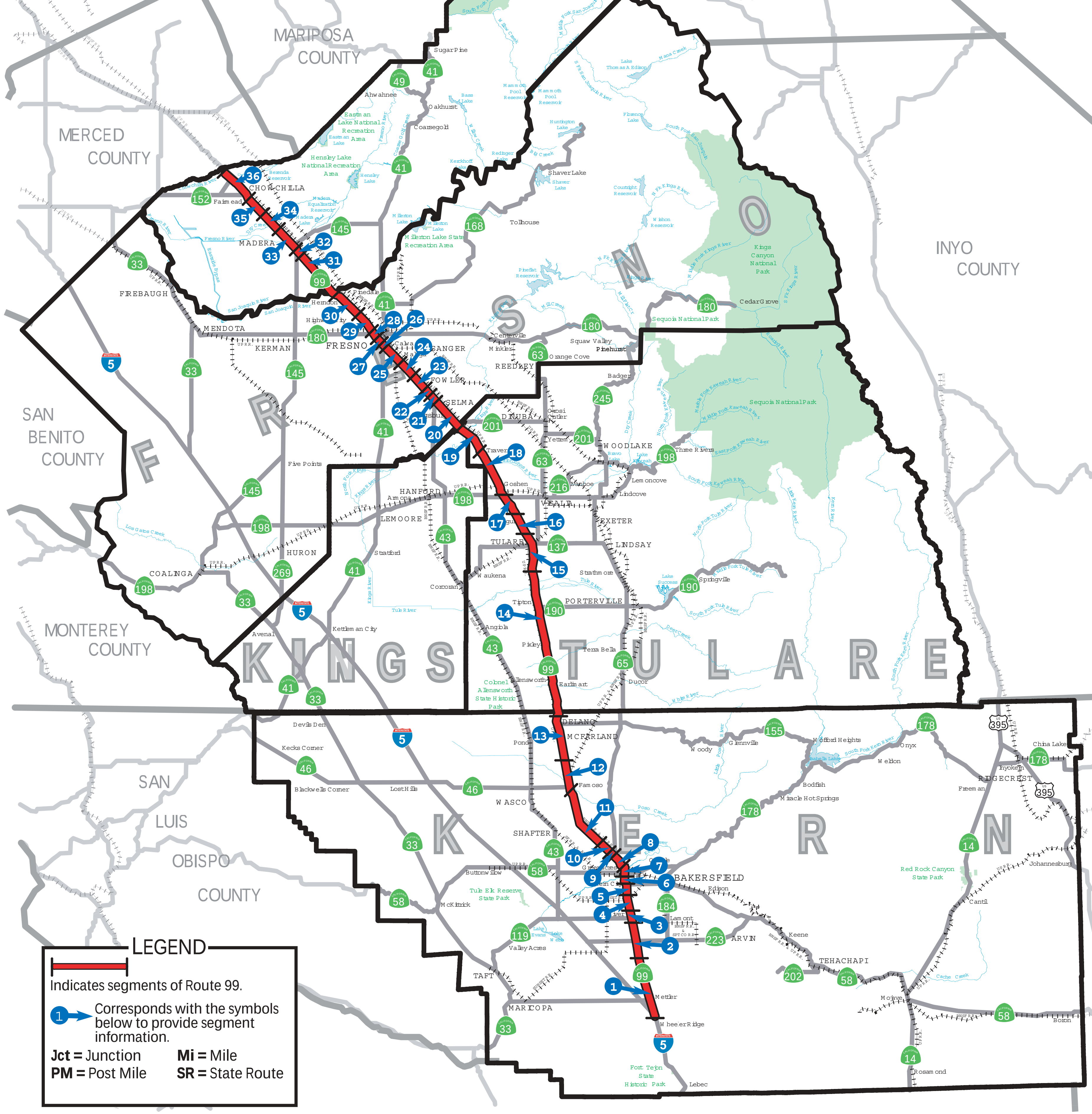
Following is an overview of the Route 99 geometrics, land use, and environmental considerations. See the attached six-page Summary Chart (pages 27-32) for additional information in table form.

III. Segment Map

Attached (page 5) is an 11x17" foldout TCR Segment Map for Route 99. This map shows the 36 segments of SR 99 in Kern, Tulare, Fresno, and Madera Counties.

See Appendix for Glossary

STATE ROUTE 99
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP



KERN COUNTY

1. **Segment 1:** SR 99 PM 0.7 / 10.8
I-5/99 Separation / 0.1 Mi S of Old SR 99

2. **Segment 2:** SR 99 PM 10.8 / 17.0
0.1 Mi S of Old SR 99 / 0.5 S of SR 119

3. **Segment 3:** SR 99 PM 17.0 / 19.5
0.5 S of SR 119 / Panama Lane OC

4. **Segment 4:** SR 99 PM 19.5 / 22.0
Panama Lane OC / Wible Rd

5. **Segment 5:** SR 99 PM 22.0 / 24.6
Wible Rd / California Ave UC

6. **Segment 6:** SR 99 PM 24.6 / 25.7
California Ave UC / West Jct SR 99/58 Separation -SR 178

7. **Segment 7:** SR 99 PM 25.7 / 27.0
West Jct SR 99/58 Separation-SR 178 / SR 204/99 Separation

8. **Segment 8:** SR 99 PM 27.0 / R29.9
SR 204/99 Separation / SR 65/99 Separation

9. **Segment 9:** SR 99 PM R29.9 / R30.6
SR 65/99 Sep / 7th Standard Rd OC

10. **Segment 10:** SR 99 PM R30.6 / 32.1
7th Standard Rd OC / 0.3 Mi S of Lerdo Canal

11. **Segment 11:** SR 99 PM 32.1 / 44.3
0.3 Mi S of Lerdo Canal / SR 46/99 Separation

12. **Segment 12:** SR 99 PM 44.3 / 49.4
SR 46/99 Separation / 0.1 Mi N of Sherwood Ave

13. **Segment 13:** SR 99 PM 49.4 / 57.6
0.1 Mi N of Sherwood Ave / Tulare County line

TULARE COUNTY

14. **Segment 14:** SR 99 PM 0.0 / 25.0
Kern County line / 0.4 Mi S of Tulare Airport OC

15. **Segment 15:** SR 99 PM 25.0 / 33.3
0.4 Mi S of Tulare Airport OC / 0.1 Mi N of SR 99 Business OC

16. **Segment 16:** SR 99 PM 33.3 / 37.0
0.1 Mi N of SR 99 Business OC / 0.6 Mi N of Ave 280

17. **Segment 17:** SR 99 PM 37.0 / 41.2
0.6 Mi N of Ave 280 / North Goshen OH

18. **Segment 18:** SR 99 PM 41.2 / 48.1
North Goshen OH / 0.6 Mi S of Traver OC

19. **Segment 19:** SR 99 PM 48.1 / R53.9
0.6 Mi S of Traver OC / Fresno County line

FRESNO COUNTY

20. **Segment 20:** SR 99 PM R0.0 / 6.4
Tulare County line / SR 99/43 Separation

21. **Segment 21:** SR 99 PM 6.4 / 7.8
SR 99/43 Separation / 1.3 Mi N of Floral Ave UC

22. **Segment 22:** SR 99 PM 7.8 / 9.2
1.3 Mi N of Floral Ave UC / Manning Ave OC

23. **Segment 23:** SR 99 PM 9.2 / 12.4
Manning Ave OC / Clovis Ave UC

24. **Segment 24:** SR 99 PM 12.4 / 14.5
Clovis Ave UC / American Ave OC

25. **Segment 25:** SR 99 PM 14.5 / 18.5
American Ave OC / S Jct SR 99/41 Separation

26. **Segment 26:** SR 99 PM 18.5 / 19.3
S Jct SR 99/41 Separation / N Jct SR 41/99 Separation

27. **Segment 27:** SR 99 PM 19.3 / 22.1
N Jct SR 41/99 Separation / Olive Ave OC

28. **Segment 28:** SR 99 PM 22.1 / 23.3
Olive Ave OC / Ashlan Ave OC

29. **Segment 29:** SR 99 PM 23.3 / 26.6
Ashlan Ave OC / Madera County line

30. **Segment 29:** SR 99 PM 26.6 / 31.6
Ashlan Ave OC / Madera County line

MADERA COUNTY

31. **Segment 30:** SR 99 PM 0.0 / 9.0
Fresno County line / 0.3 Mi N of Ave 13

32. **Segment 31:** SR 99 PM 9.0 / 10.3
0.3 Mi N of Ave 13 / SR 145/99 Separation

33. **Segment 32:** SR 99 PM 10.3 / R14.5
SR 145/99 Separation / 0.3 Mi N of Ave 17

34. **Segment 33:** SR 99 PM R14.5 / 19.9
0.3 Mi N of Ave 17 / Ave 21½

35. **Segment 34:** SR 99 PM 19.9 / 22.7
Ave 21½ / Jct SR 152 W

36. **Segment 35:** SR 99 PM 22.7 / 29.4
Jct SR 152 W / Merced County line

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1-13: I- 5/SR 99 Separation to the Tulare County Line (Kern County)

Begins: At Interstate 5
Ends: At the City of Delano (PM 57.6, KP 92.7) in Kern County.

Land Use: Consists of the urbanized areas of Bakersfield, McFarland, and Delano, along with other commercial establishments. Also, rangeland, agricultural lands and agribusiness are interspersed throughout this stretch.

Facility: With the exception of the segments in Bakersfield, SR 99 (Segments 1-13) is a 6-lane freeway, and in most instances having a median available for widening to 8 lanes. In Bakersfield, there are 8-lane freeway sections.

Interchanges:

Interchange connections with (south to north) Interstate 5 and State Routes 166, 223, 119, 58, 178, 46, and 155.

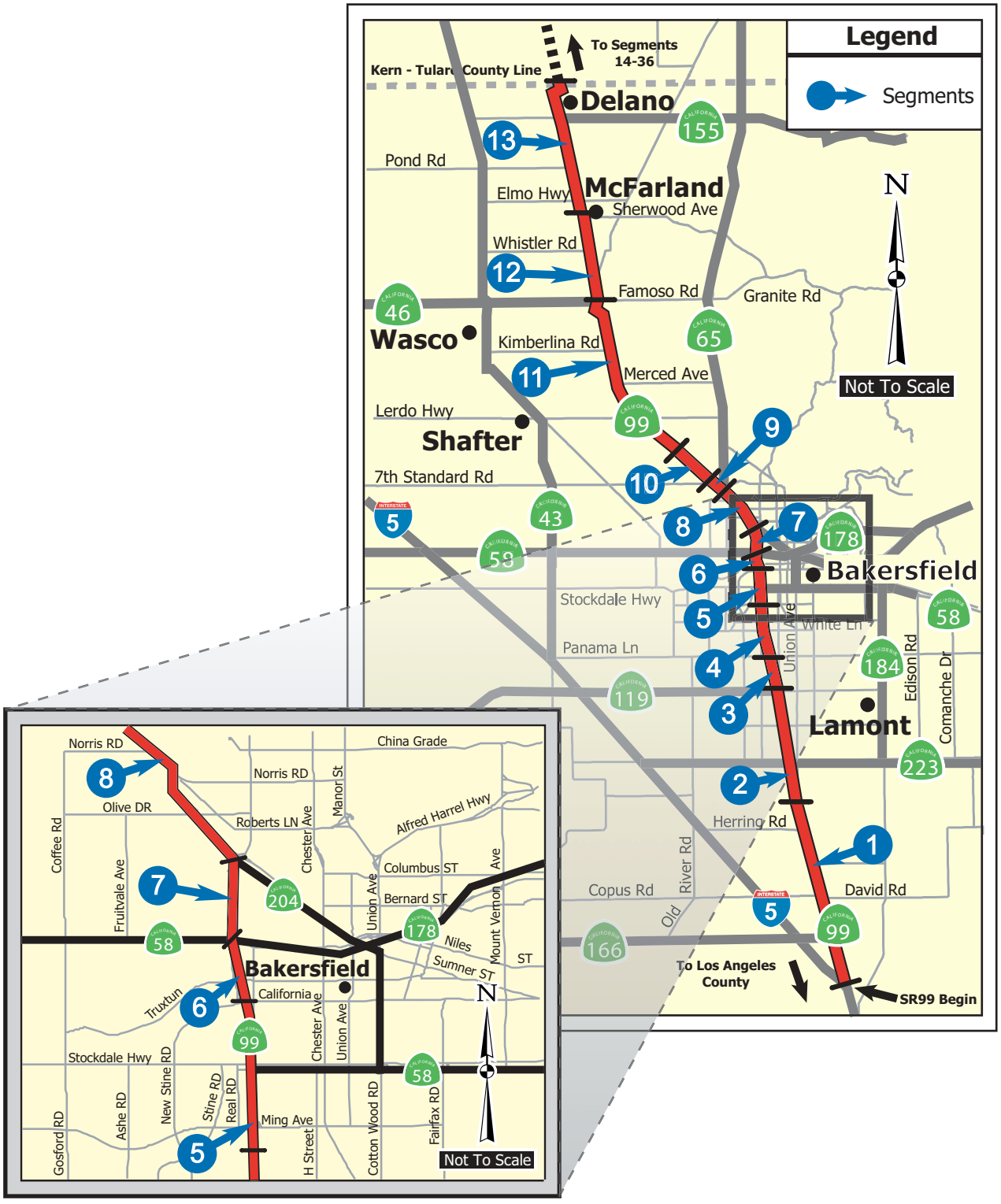
SR 99/58 interchange in Bakersfield, Kern County

There is a freeway-to-freeway interchange connection with Route 58 (south junction) for eastbound traffic and ramps to Route 58 (north junction) for westbound traffic. Locally, the highway west of Route 99 is known as Rosedale Highway. The north junction of Route 58 with Route 99 also coincides with Route 178 for eastbound traffic. The lack of an integrating interchange at Route 99 linking the discontinuous segments of Route 58 has been a critical unresolved issue for regional traffic through Bakersfield.

Environmental/Historical Resources: Potential issues would include the removal of existing median landscaping and impacts to biological resources.

Environmental concerns would range from impacts of ROW acquisition, noise impacts, and landscape removal in the urban areas, while endangered species, archeological sites, and impacts to sensitive resources, such as the Kern River (Segments 6-7), would predominate in the rural areas. At Segment 11 the railroad overhead at SR 46 could be a concern.

Map Detail of Segments 1-13 on SR99



Detailed view of Bakersfield Urban Area

Segments 14-19: Kern County Line to Fresno County Line (Tulare County)

Begins: At the Kern County line
Ends: At the southern boundary of the city of Kingsburg and Fresno County

Land Use: Segments 14-19 traverse agricultural land and agribusiness, particularly the Tulare County International Farm Exposition, as well as the communities of Earlimart, Pixley, Tipton, Tulare, and Goshen, and the highway traverses along the western edge of the city of Visalia.

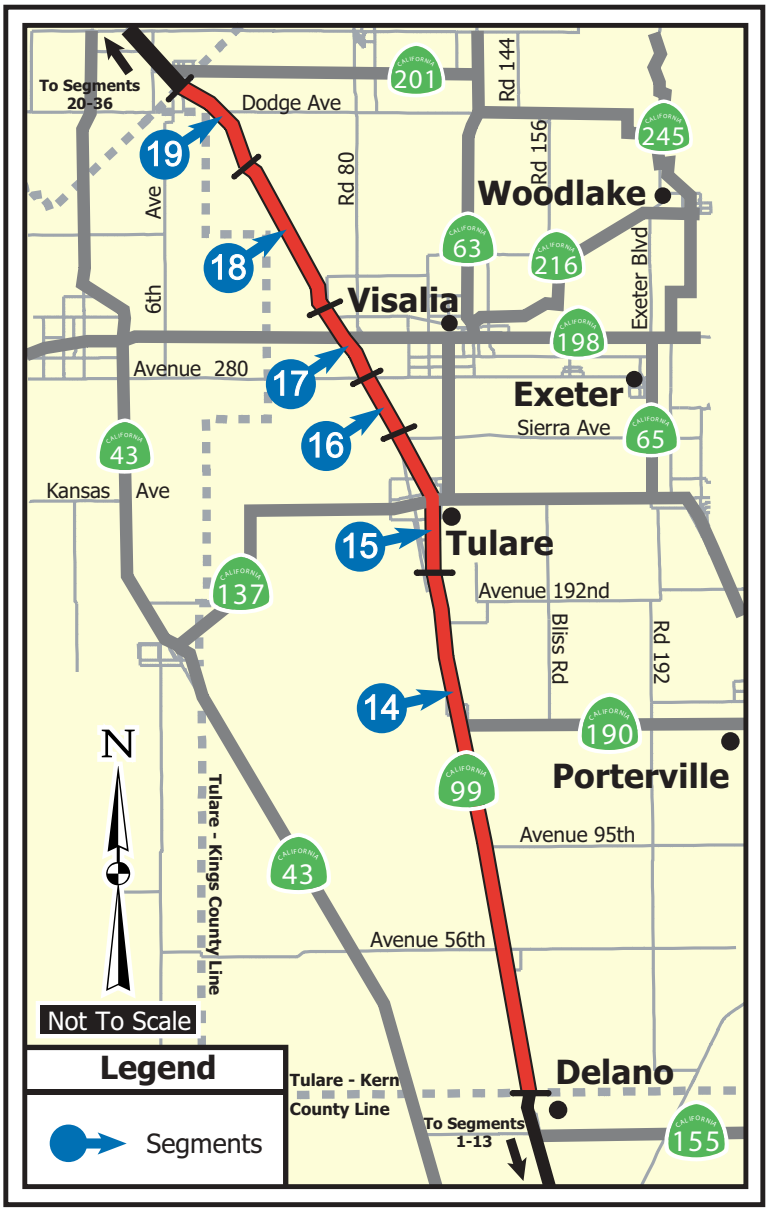
Facility: The highway is a 4-lane freeway except for a section north of Goshen, where it is a 5-lane freeway, for 6.7 miles (11.0 km), three lanes northbound and two lanes southbound.

Interchanges:
There are interchange connections (south to north) with State Routes 190, 137, and 198; which have substandard ramps except for the interchange to interchange connection with Route 198.

In Tulare County, SR 99 is primarily a 4-lane freeway.

Environmental/Historical Resources: Issues include traffic noise and aesthetic impacts in the developed areas, and the proximity of the Union Pacific Railroad tracks as a barrier to widening to the outside ROW. Ramps at the K Street interchange would have to be relocated and reconstructed to accommodate additional lanes. Also there would be extensive impacts from ROW acquisition to the community of Goshen. At the Kings River, there are significant riparian species concerns.

See Appendix for Glossary


To Segments 20-36
Dodge Ave
201
Rd 144
245
Rd 156
Woodlake
19
Ave
Rd 80
63
216
Exeter Blvd
18
6th
Visalia
198
Avenue 280
17
Exeter
Sierra Ave
16
65
43
Kansas Ave
15
Tulare
137
Avenue 192nd
Bliss Rd
Rd 192
14
190
Porterville
99
N
Avenue 95th
43
Tulare - Kings County Line
Avenue 56th
Not To Scale
Legend
Segments
Tulare - Kern County Line
Delano
To Segments 1-13
155

Segments 20-30: Tulare County Line to Madera County Line (Fresno County)

Begins: At the Tulare County line
Ends: At the San Joaquin River crossing in northern Fresno County

Land Use: Segments 20-30 consist of agricultural lands intertwined within the cities of Kingsburg, Selma, Fowler, and Fresno.

Facility: The highway is a 6-lane freeway throughout its extent except for both southern and northern extents; from Tulare County to Route 43 (PM 6.43) and from Ashlan Avenue (PM 26.73) to Madera County, Route 99 is a 4-lane freeway.

Interchanges:
Connections (south to north) occur at State Routes 201 and 43, as well as freeway-to-freeway interchange connections at 41 and 180.

There are many substandard ramps and bridges along this section. There are auxiliary lanes in the area between Jensen and California Avenues, both northbound and southbound.

North and southbound SR 99 in Fresno at the SR 180 interchange.

A freeway -to-freeway interchange connection is being constructed for the Route 180 West project and will be completed by FY 2004.

Environmental/Historical Resources: Issues include traffic noise, aesthetic impacts and ROW concerns in the urbanized areas at the expansion of the Route 180 West project. Right-of-way acquisition may be cost prohibitive and environmentally significant. Retaining walls would be built to mitigate some of the impacts. There would also be riparian concerns at the San Joaquin River.

Map Detail of Segments 20-30 on SR99

Segments 31-36: Fresno County Line to Merced County Line (Madera County)

Begins: At the Madera County line
Ends: Near Chowchilla at the Chowchilla River

Land Use: Agricultural lands border the highway, except in the cities of Madera and Chowchilla.

Facility: Most of the highway is a 4-lane freeway, except for a short section (3.0 mi/4.8 km) where a 4-lane expressway exists between Avenue 20 and Route 152 (Fairmead area).

Interchange(s):

Substandard interchange connections occur with State Routes 145 and 233, except for the freeway-to-freeway interchange connection with Route 152. There are auxiliary lanes on both southbound and northbound Route 99 to the 152 interchange.

Environmental/Historical Resources:

Environmental issues related to widening would involve stream crossings, removal of existing landscaping, and traffic noise impacts near developed areas. Conversion of the expressway to freeway would revolve on impacts to the community of Fairmead, such as the Mammoth Orange restaurant, and the potential for fossil excavation during construction.

A pine tree, representing the northern half of the State, and a palm tree, representing the southern half of the State, marked the halfway point when SR 99 stretched the length of the State.


SR99 End
Madera - Merced County Line
Santa Fe Dr
Chowchilla
Avenue 26th
Avenue 21½
Avenue 21st
Avenue 20th
Avenue 18½
Avenue 15th
Avenue 14th
Avenue 13th
Avenue 12th
Avenue 9th
Avenue 7th
Bishop Avenue
Rd 16
Rd 19
Rd 23
Rd 25
Rd 27
Rd 28½
Rd 29
Rd 36
Lake St
Madera
36
35
34
33
32
31
99
233
152
145
N
Not To Scale
Legend
Segments
To Segments 1-30
Madera - Fresno County Line

V. Concept Rationale

Route Concept LOS:

Rural: LOS C was assigned to the rural portions of Route 99 because of the high traffic volumes and the regional and statewide importance of this corridor.

Urban: LOS D was assigned to the Bakersfield, Visalia, and Fresno areas due to the urbanized nature of these segments. LOS D also signifies that attaining better traffic operations is more difficult due to heavier traffic congestion and increased construction complexity.

Concept Facility is a minimum of a 6-lane freeway throughout District 6; in Fresno heavy traffic volumes dictate additional capacity.

Concept Facility: A minimum of a 6-lane freeway throughout District 6, which is consistent with District policy to complete a 6-lane system and also with the Interregional Transportation Strategic Improvement Plan (ITSP) for Route 99. This is also consistent with Caltrans District 10 at the Madera/Merced County line (LOS C for 6 lanes in 25 years).

The 8-lane freeway concept is predominate in Bakersfield north to the Tulare County line, where there are already 8 lanes or there is adequate ROW to accommodate lane expansion; and in Fresno, where heavy traffic volumes dictate additional capacity needs.

Wherever traffic operations, costs and environmental or political ramifications dictate, this 8-lane concept may be six lanes plus auxiliary lanes, particularly in the urban areas. The Concept Facility is consistent within the UTC threshold, which is an 8-lane freeway or 8 lanes plus auxiliary lanes.

VI. State Route 99 Transportation Concept Report Summary Chart

The six-page Summary Chart on pages 27-32 indicate that SR 99 is divided into 36 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and general plan information. Segments 1-12 are on pages 27-28, Segments 13-25 are on pages 29-30, and Segments 26-35 are on pages 31-32.

VII. A Review of Route 99 Performance: Current and Future

As of the year 2003, Route 99 is operating at LOS C or LOS D for most of its length; in southern Kern County, there are segments operating at LOS B. By the years 2010 and 2025, the LOS will deteriorate on all segments due to the interregional and statewide travel growth on Route 99. With a few exceptions, the route will operate at LOS E or F by the year 2025, even with planned ITSP and RTP capacity improvements.

There are only a few segments where the Route Concept LOS *is met* in the year 2025: Segments 4, 9, 11, and 13 in Kern County; segments 16 - 17 in Tulare County; Segments 23 - 25 and 27 in Fresno County; and Segment 32 in Madera

See Appendix for Glossary

County. There are also segments *without* identified improvements that will most likely be also at LOS E and F by 2025.

Poor highway operating conditions will be particularly acute in Bakersfield and Fresno areas, where local traffic, especially weaving traffic between interchanges, will exacerbate urban travel. Two prime examples are the Route 58/99 interchange in Bakersfield and the Route 99/180 interchange in Fresno. At the Fresno interchange, both westbound and eastbound, and the weaving section on Route 99 from Belmont Avenue to Route 180.

In addition to the regular maintenance and periodic operations and safety improvements completed on Route 99 (State Highway Operations Protection Program or SHOPP projects), Caltrans will continue to work on ITS improvements such as ramp metering, changeable message signs, highway advisory radio, and other strategies to more effectively sustain and improve traffic flow, particularly in the urbanized areas.

In local areas where ramp delays or poor interchange operations dictate, the RTPAs or MPOs are recommending interchange modifications, such as the Prosperity Avenue Interchange in Tulare, and Shaw Avenue in Fresno.

Most of Route 99 was built in the late 1950s and early 1960s to accommodate an anticipated lesser population and travel growth. Rehabilitation for long stretches of highway has been long overdue. With the exception of most of Kern County, much of the route has substandard ramps and structures, as well as inadequate ROW to expand beyond six traffic lanes.

With the projected growth in statewide, interregional, and local commuter traffic, the congestion on Route 99 will continue to increase.

Over the next 25 years and beyond, Caltrans and local agencies will grapple with the question of expanding Route 99 whenever possible, or whether alternate parallel routes such as a potential new Route 65 construction to the east and/or the proposed High Speed Rail Corridor will adequately divert sufficient traffic from Route 99. Another possibility would be to have goods movement diverted through bypasses, particularly around the urban areas.

The State, RTPAs, and local communities would need to determine how Route 99 should develop with available funding. Should the negative environmental consequences of Route 99 expansion in a community prevail? Or should the statewide mobility benefits that would result take precedence? Or can there be a compromise solution?

For Route 99 to continue to be a viable statewide corridor, the concept of harmonizing its impact on the cities along the corridor in District 6 must be implemented.

Also, environmental justice policies will dictate how and where Route 99 will expand, as to not overwhelm poor and minority communities. In any case, Caltrans will need to continue emphasizing the further rehabilitation, operational, and capacity improvements of Route 99, due to its statewide importance.

However, because of forecasted traffic growth and for ROW preservation, the long-range objective is to still build to 8 lanes, or even 8 lanes with auxiliary lanes as the UTC. This UTC objective may be altered as the individual Route 99 projects are designed and constructed, based upon the collective will and funding capability of the local entities and Caltrans.

Currently, Districts 6 and 10 are co-sponsoring a plan for Route 99 named the "Route 99 Corridor Master Plan." From Bakersfield to Stockton, the Route 99 Master Plan's objective is to identify unifying aesthetic treatment to the highway and to determine current and future transportation-related needs.

The study is expected to be completed by spring of 2004. In addition, the plan will be coordinated in conjunction with the Great Valley Center's "Highway 99-Main Street of the San Joaquin Valley" study, which is seeking to establish community identity and economic vitality along the corridor. There are also other studies related to the improvement of Route 99, including Senate Concurrent Resolution 17 (SCR 17-2002) and the Global Gateways Development Program Report (January 2002).

See Appendix for Glossary

There are four Safety Roadside Rests recommended for Route 99 through the Safety Roadside Rest Area Program Master Plan. Two are proposed for Kern County, one in Fresno County, and one in Madera County.
The Route 99 Beautification Project in Fresno County is an example of a "showcase" SHOPP project to clean, beautify and protect visual resources and visual aesthetics along the Route 99 corridor. It will involve landscape planting, improvement of signing and lighting, as well as the installation of Highway Mosaic Walls and color enhancement.

The 1998 Interregional Transportation Strategic Plan (ITSP) will meet much of the 6-lane expansion objective for the rural areas over a 25-year period of time, and Interregional Improvement Program (IIP) funds will be the greatest source as Caltrans is primarily responsible for the highway.
Other projected financially constrained improvements to Route 99 will be funded by the four RTPAs and MPOs in the counties where Route 99 traverses and are indicated in the respective Regional Transportation Plans (RTPs).

They would include the Kern Council of Governments, Tulare County Association of Governments, Council of Fresno County Governments, and the Madera Local Transportation Commission. These projects will be funded through RIP (Regional Improvement Program) monies and the Governor's Traffic Congestion Relief Program (TCRP) administered by Caltrans. The funds will primarily benefit Route 99 on urban segments and interchanges.

VIII. Planned and Programmed Improvements to Route 99

The following tables on pages 11 to 20 show both the planned and programmed projects for Route 99 over the next 25 years. The planned projects include *candidate* projects for both the STIP and SHOPP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP, SHOPP, or TCRP that are partially or fully funded. STIP projects are capacity-increasing only and SHOPP projects indicate maintenance, safety, and operational improvements.

The table shows:

1. The specific segment.
2. Route 99 Planned Projects-the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and known pertinent data.
3. Route 99 Programmed Projects-the listing document (STIP, TCRP, SHOPP), description of the project, and projected begin and completed construction dates.

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
1 KERN PM L0.7-10.8 – KP 0.0 –17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	There are no projects currently planned for this segment.	There are no projects currently programmed for this segment.
2 KERN PM 10.8-17.0 KP 17.4-27.4 0.1 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	There are no projects currently planned for this segment.	**2002 SHOPP:** KER 99 PM 13.4 –16.7, KP 21.6 – 26.9 Near SR 223 to Houghton Rd: *Construct thrie beam median barrier* *Begin construction: 2005/2006* *Complete construction: 2006/2007*
3 KERN PM 17.0-19.5 KP 27.4-31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LANE OC	**RTP:** KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: *Widen from 6-lane freeway to 8-lane freeway (Future)*	There are no projects currently programmed for this segment.
4 KERN PM 19.5-22.0 KP 31.4-35.4 PANAMA LN to WIBLE RD OC	**RTP:** KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: *Widen from 6-lane freeway to 8-lane freeway (Future)* **2004 SHOPP Candidate:** 1. KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the SB connector to EB SR 58 and the Stockdale Hwy: *Construct auxiliary lanes (Future)* 2. KER 99 PM 20.1 – 21.6, KP 33.6 – 34.8 At White Ln: *Construct auxiliary lane (2011)*	**2000 STIP:** KER 99 PM 20.8 – 21.7, KP 33.5 – 34.9 At the White Ln I/C: *Modify I/C (Local)* *Begin construction: 2003/2004* *Complete construction: 2005/2006* **2002 STIP:** KER 99 PM R21.1 – R21.3, KP R33.9 – R34.3 From 0.43 KM south of White Ln OC to 0.16 KM south of White Ln OC: *Construct soundwall (Local Oversight)* *Begin construction: 2002/2003* *Complete construction: 2004/2005* **2002 SHOPP:** KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of SR 65 NB offamp: *Replace slab and grind (Cap-M)* *Begin construction: 2003/2004* *Complete construction: 2005/2006*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
5 KERN PM 22.0-24.6 KP 35.4-39.6 Wible Road to CALIFORNIA AVE UC	**RTP:** KER 99 PM 18.5 – 22.6, KP 29.8 – 36.4 From 1 mile south of Panama Ln to Ming Ave: *Widen from 6-lane freeway to 8-lane freeway (Future)* **2004 SHOPP Candidate:** KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the SB connector to EB SR 58 and the Stockdale Hwy: *Construct auxiliary lanes (Future)*	**2002 SHOPP:** KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of SR 65 NB offramp: *Replace slab and grind (Cap-M)* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
6 KERN PM 24.6-25.7 KP 39.6-41.4 CALIFORNIA AVE UC to WEST JCT RTE 99/58 SEP RTE 178	**2004 SHOPP Candidate:** KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the S/B connector to E/B Route 58 and the Stockdale Hwy: *Construct auxiliary lanes (Future)*	**2002 SHOPP:** 1. KER 99 PM 24.7 – 27.1, KP 39.8 – 43.6 From Santa Fe Railroad OC to Route 204/99 SEP: *Upgrade irrigation and planting* *Begin construction: 2004/2005* *Complete construction: 2008/2009* 2. KER 99 PM 20.9 – R29.6, KP 33.0-R46.7 From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: *Replace slab and grind (Cap-M)* *Begin Construction: 2003/2004* *Complete Construction: 2005/2006*
7 KERN PM 25.7-27.0 KP 41.4-43.5 WEST JCT RTE 99/58 SEP RTE 178 to RTE 204/99 SEP	**2004 SHOPP Candidate:** KER 99 PM 22.7 – 53.3, KP 35.5 – 85.7 Between California Ave and the S/B connector to E/B Route 58 and the Stockdale Hwy: *Construct auxiliary lanes (Future)* 2. KER 99 PM 25.9, KP 41.6 At the N/B offramp at Buck Owens Dr: *Widen offramp improvements (2009/2011)*	**2002 SHOPP**: KER 99 PM 24.7 – 27.1, KP 39.8 – 43.6 From Santa Fe Railroad OC to Route 204/99 SEP: *Upgrade irrigation and planting* *Begin construction: 2004/2005* *Complete construction: 2008/2009* 2. KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7, From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: *Replace slab and grind* (Cap-M) *Begin construction: 2003/2004* *Complete construction: 2005/2006*
8 KERN PM 27.0-R29.9 KP 43.5-48.1 RTE 204/99 SEP to RTE 65/99 SEP	**STIP Candidate**: KER 99 PM 27.3, KP 43.7 At 0.6 KM N of Airport Dr and on Route 204 between 0.3 KM S of Airport Dr to Route 99: *Extension and connection to Route 204* (*Future)*	**2002 SHOPP**: KER 99 PM 20.9 – R29.6, KP 33.0 – R46.7, From 0.1 KM south of Pacheco Rd UC to 0.3 KM south of Route 65 N/B offramp: *Replace slab and grind (Cap-M)* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
9 KERN PM R29.9-32.1 KP R49.2-51.7 RTE 65/99 SEP to 7TH STANDARD RD OC	**ITSP**: KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: *Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)*	**2000 TCRP/STIP**: KER 99 PM 30.5 – R 31.1, KP 49.1 – R50.1, 5.8 KM north of Bakersfield at 7th Standard Rd I/C: Modify I/C *(Local Oversight)* *Begin construction: 2004/2005* *Complete construction: 2007/2008*
10 KERN PM R30.6-32.1 7TH STANDARD RD OC to 0.3 MI (0.48 KM) S OF LERDO CANAL	**ITSP**: KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: *Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)*	There are no projects currently programmed in this segment.
11 KERN PM 32.1-44.3- KP 51.7-71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEP	**ITSP**: KER 99 PM 29.9 – 36.5, KP 48.1 – 58.7 From JCT 99/65 SEP to Lerdo Hwy: *Widen from 6-lane freeway to 8-lane freeway (6F-8F) (2009 – 2020)*	There are no projects currently programmed in this segment.

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
12 KERN PM 44.3-49.4 KP 71.3-79.5 RTE 46/99 SEP to 0.1 MI (0.16 KM) N OF SHERWOOD AVE	There are no projects currently planned for this segment.	**2000 SHOPP**: KER 99 PM R43.4, KP R69.7 Near McFarland at Famoso OH: *Bridge deck rehab* *Begin construction: 2002/2003* *Complete construction: 2003/2004*
13 KERN PM 49.4-57.6 KP 79.5-92.7 0.1 MI (0.16 KM) N OF SHERWOOD AVE to TULARE COUNTY LINE	**RTP**: KER 99 PM 54.5 – 57.6, KP 87.7 – 92.7 In Delano from Woollomes Ave to County Line Rd: *Construct ramp upgrades (2008/2013)* **ITSP**: KER 99 PM 49.4 – 57.6, KP 79.5 - 93.0 From Sherwood Ave to County Line Rd: *6F to 8F (2009/2020)* **2002 STIP Candidate:** KER 99 PM 56.6, KP 91.1 At Cecil Ave OC: *Widen bridge (2007/2010)*	There are no projects currently programmed in this segment.
14 TULARE PM 0.0-25.0 KP 0-40.2 TULARE COUNTY LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	**RTP**, **ITSP**, **STIP Candidate:** TUL 99 PM 0.0 – 26.1, KP 0.0 – 41.9 From Kern County line to Airport OC: *Widen from 4-lane freeway to 6-lane freeway (4F-6F).* 3 **ITSP** segments *(2009 –2020)* **RTP**: *2020*; **STIP Candidate**: *2006* STIP	**2002 SHOPP**: KER 99 PM 49.4 – 57.6, KP 79.5 – 92.7 In McFarland from 0.3 KM south of Sherwood Ave to 0.2 KM north of Elmo Hwy and in Delano from 0.3 KM south of Woolomes Ave to County Line Rd: *Irrigation upgrade and replacement planting* *Begin construction: 2002/2003* *Complete construction: 2006/2007*
15 TULARE PM 25.0-33.3 KP 40.2-53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	**RTP**: TUL 99 PM 31.7, KP 51.0 Cartmill Rd: *Modify I/C (2005)* **RTP**, **ITSP**: TUL 99 PM 26.1 – 36.9, KP 41.9 – 59.37 From Airport OC to north of Avenue 280 OC: *4F – 6F* **ITSP**: (2 segments) – 26.1 – 30.6, *(2009 – 2020)*; 30.6 – 36.9 *(1998 – 2008)* **RTP**: 30.6-41.3 *(2012)* **RTP**, **ITSP**, **STIP Candidate:** TUL 99 PM 0.0 – 26.1, KP 0.0 – 41.9 From Kern County line to Airport OC: *Widen from 4-lane freeway to 6-lane freeway (4F-6F).* 3 **ITSP** segments *(2009 –2020)* **RTP**: *2020*; **STIP Candidate:** *2006* STIP **RTP**, **STIP Candidate:** TUL 99 PM 25.4 – 27.6, KP 40.9 – 44.4 *From Avenue 200 to Paige Ave: Construct new I/C* (**RTP**: *2010*, **STIP Candidate:** *2004* STIP) **2004 SHOPP Candidate:** TUL 99 PM 30.6 – 33.9, KP 49.2 – 54.6 From Prosperity Ave to Tagus OC: *Construct median barrier (Future)*	**2002 SHOPP**: 1. TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005* 2. TUL 99 PM 5.6 – 19.3, KP 9.0 – 31.1, From Avenue 48 to north of Avenue 56 OC at Tipton Ave: *Replace planting and irrigation* *Begin construction: 2003/2004* *Complete construction: 2008/2009*
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6 MI (0.58 KM) N OF AVE 280	**RTP**, **ITSP**: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F).* **RTP:** *2012*; **ITSP**: PM 30.6 – 36.9, KP 49.2 – 59.4 *(1998-2008)* **2004 STIP Candidate:** TUL 99 PM 36.4, KP 58.6 Caldwell Ave*: Modify I/C (Future)* **2004 SHOPP Candidate:** TUL 99 PM 34.0 – 42.0, KP 54.7 – 60.5 From north of Avenue 64 to north of Avenue 308: *Crack seat, AC overlay (Future)*	**1998 STIP**: TUL 99 PM 30.6, KP 49.2 Prosperity Ave: *Modify I/C* *Begin construction: 2002/2003* *Complete construction: 2004/2005* **2002 STIP**: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *4F-6F* *Begin construction: 2010/2011* *Complete construction: 2012/2013* *(cont. on next page)*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6MI (0.58 KM) N OF AVE 280	*(see previous page)*	*(cont. from previous page)* **2000 SHOPP**: TUL 99 PM 28.3 – 29.9, KP 45.6 – 48.11 From Bardsley Ave to Prosperity Ave: *Highway planting restoration* *Begin construction: 2003/2004* *Complete construction: 2007/2008* **2002 SHOPP**: TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005*
17 TULARE PM 37.0-41.2 KP 59.5-66.3 0.6 MI (0.58 KM) N OF AVE 280 to NORTH GOSHEN OH	**RTP**, **ITSP**: TUL 99 PM 30.6 – 41.3, KP 49.2 – 66.5 From Prosperity Ave to Goshen OH: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F).* **RTP:** *2012*; **ITSP**: PM 30.6 – 36.9, KP 49.2 – 59.4 *(1998-2008)* **2006 STIP Candidate:** TUL 99 PM 41.1, KP 66.2 Betty Dr: *Modify I/C (Future)* **2004 SHOPP Candidate:** TUL 99 PM 39.7 – 41.5, KP 63.9 – 66.8 In and near Goshen from Mill Ditch Creek to north of north Goshen OH: *Roadway enhancements (Future)*	**2002 STIP**: Same as RTP, ITSP project under Planned Projects. *Begin construction: 2010/2011* *Complete construction: 2012/2013* **2002 SHOPP**: TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005*
18 TULARE PM 41.2-48.1 KP 66.3-77.4 NORTH GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	**RTP/ITSP**: TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* (**RTP:** *2008*, **ITSP***: 1998 – 2008)* **2002 SHOPP Candidate:** TUL 99 PM 45.7 – 51.8, KP 73.5 – 83.3 From Cross Creek to Dodge Ave OC: *Construct thrie beam median barrier* (2002 A SHOPP) **2004 SHOPP Candidate** 2. TUL 99 PM 47.0 – 53.9, KP 75.6 – 86.7 From south of Merritt Dr OC to Tulare/Fresno County line: *AC overlay and rehab*	**2002 STIP:** Same as RTP/ITSP project under Planned Projects. *Begin Construction: 2010/2011* *Complete Construction: 2012/2013* **2002 SHOPP:** TUL 99 PM 2.5 – 43.4, KP 4.0 – 69.8 From 0.9 KM south of Avenue 24 OC to Avenue 328 OC: *Construct thrie beam median barrier* *Begin construction: 2003/2004* *Complete construction: 2004/2005* **2002 SHOPP/TCRP:** TUL 99 PM 40.8, KP 65.8 Near Betty Drive and Avenue 308: *Construct pedestrian OC* *Begin construction: 2003/2004* *Complete construction: 2004/2005*
19 TULARE PM 48.1-R53.9 KP 77.4-R86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO COUNTY LINE	**RTP/ITSP**: TUL/FRE 99 PM 41.3 – 1.0, KP 66.5 – 1.6 From Goshen OH to Route 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F – 6F)*, **RTP:** *2008*, **ITSP:** *1998 – 2008* **2002 SHOPP Candidate:** TUL 99 PM 45.7 – 51.8, KP 73.5 – 83.3 From Cross Creek to Dodge Ave OC: *Construct thrie beam median barrier* (*Future*) **2004 SHOPP Candidate:** TUL 99 PM 47.0 – 53.9, KP 75.6 – 86.7 From south of Merritt Dr OC to Tulare/Fresno County line: *AC overlay and rehab (2004 SHOPP)*	**2000 STIP**: TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin construction: 2008/2009* *Complete construction: 2011/2012*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
20 FRESNO PM R0.0-6.4 KP R0.0-10.3 FRESNO CO LINE to RTE 99/43 SEP	**RTP**: 1. FRE 99 PM 0.0-R1.0, KP 0.0-R1.6 Fresno/Tulare Co line to SR 201: *Widen from 4-lane freeway to 6-lane freeway (2007/2025)* 2. FRE 99 PM R1.0 – 7.1, KP R1.6-11.4 SR 201 to Floral Ave*:* *Widen from 4-lane freeway to 6-lane freeway (2007/2025)* **ITSP**: TUL/FRE 99 PM 41.3 – 7.1, KP 69.9 – 11.4 Goshen OH in Tulare Co to near JCT SR 201: *Widen from 4-lane freeway to 6-lane freeway (1998/2008)*	**2000 STIP**: TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin construction: 2008/2009* *Complete construction: 2011/2012* **2002 SHOPP**: TUL 99 PM 51.9, KP 83.5 Near city of Kingsburg at Warlow Safety Roadside Rest Area (SRRA): *Rehabilitate SRRA* *Begin construction: 2004/2005* *Complete construction: 2006/2007*
21 FRESNO PM 6.4-7.8 KP 10.3-12.6 RTE 99/43 SEP to MI (2.09 KM) N OF FLORAL AVE UC	**RTP**: 1. FRE 99 PM 6.5, KP 10.5 At Floral Ave: *Modify Floral Ave I/C (2007 –2025)* 2. FRE 99 PM R1.0 – 7.1, KP R1.6 – 11.4 SR 201 to near Floral Ave: *Widen from 4-lane freeway to 6-lane freeway (2006)* **ITSP**: FRE 1.0 – 7.1, KP 1.6 – 11.4 Goshen OH in Tulare Co to near JCT SR 201: *Widen from 4-lane freeway to 6-lane freeway (1998/2008)* **2004 SHOPP Candidate:** FRE 99 PM R7.1-R10.7, KP R11.4-R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: *PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)*	**1998 STIP/2000 TCRP:** FRE 99 PM R1.0 – 7.1, KP R1.6 – 11.4 SR 201 to Floral Ave OC: *Widen from 4-lane freeway to 6-lane freeway* *Begin construction: 2003/2004* *Complete construction: 2006/2007* **2000 STIP**: TUL/FRE 99 PM 41.3 – PM 1.0, KP 66.5 – 1.6 From Goshen OH to SR 201 in Fresno County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* *Begin construction: 2008/2009* *Complete construction: 2011/2012* **2000 SHOPP**: FRE 99 PM R3 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
22 FRESNO PM 7.8-9.2 KP 12.6-14.8 MI (2.09 KM) N OF FLORAL AVE UC to MANNING AVE OC	**2004 SHOPP Candidate:** FRE 99 PM R7.1-R10.7, KP R11.4 – R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: *PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)*	**1998 STIP/2000 TCRP**: FRE 99 PM R1.0 – R7.1, KP R1.6 – R11.4 SR 201 to Floral Ave OC: *Widen from 4-lane freeway to 6-lane freeway* *Begin construction: 2003/2004* *Complete construction: 2006/2007* **2000 SHOPP**: FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
23 FRESNO PM 9.2-12.4 KP 14.8-20 MANNING AVE OC to CLOVIS AVE UC	**2004 SHOPP Candidate:** FRE 99 PM R7.1 – R10.7, KP R11.4 – R17.2 From 0.9 KM north of the Floral Ave UC in Selma to 0.6 KM south of the Merced St UC: *PCCP panel replacement, grinding and joint sealing (Cap-M) (2006/2010)* **STIP Candidate:** FRE 99 PM 9.2 – 12.2, KP 14.8 – 19.6 Manning Ave to Clovis Ave: *6F – 8F (Future)*	**2000 SHOPP:** FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
24 FRESNO PM 12.4-14.5 KP 20.0-23.3 CLOVIS AVE UC to AMERICA AVE OC	**RTP:** FRE 99 PM 14.5, KP 22.3 At American Ave: *Add on- and off-ramps to I/C (2009)* **STIP Candidate:** FRE 99 PM 12.2 – 16.9, KP 19.6 – 27.1*:* Clovis Ave to Cedar Ave*, 6F – 8F (Future)*	**2000 SHOPP:** FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* *(cont. on next page)*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
24 FRESNO PM 12.4-14.5 KP 20-23.3 CLOVIS AVE UC to AMERICA AVE OC	*(see previous page)*	*(cont. from previous page)* **2000 SHOPP:** FRE 99 PM 10.7 –15.9, KP 17.2 – 25.6 From Merced St to Central Avenue: *Rehabilitate roadway* *Begin construction: 2003/2004* *Complete construction: 2005/2006* **2000 Reserve:** FRE 99 PM 10.6 –11.4, KP 17.1 – 18.4 On east and west side of SR 99 in the City of Fowler near the Merced Ave UC: *Construct soundwalls* *Begin construction: 2004* *Complete construction: 2006/2007*
25 FRESNO PM 14.5-18.5 KP 23.3-29.8 AMERICAN AVE OC to S JCT RTE 99/41 SEP	**RTP:** FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **RTP/STIP Candidate:** FRE 99 PM 16.9 – 18.3, KP 25.4 –29.7 Cedar Ave to Jensen Ave: *Widen from 6-lane freeway to 8-lane freeway (2015)* **STIP Candidate:** FRE 99 PM 17.25, KP 27.8 North Ave: *Modify I/C (Future)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: *Fiber optics system (Future)*	**2000 SHOPP**: FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** FRE 99 PM 10.7 – 15.9, KP 17.2 – 25.6 Merced St to Central Ave: *Rehabilitate roadway* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
26 FRESNO PM 18.5-19.3 KP 29.8-31.1 SOUTH JCT RTE 99/41 SEP to NORTH JCT RTE 41/99 SEP	**RTP**: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River: *Fiber optics system (Future)*	**2000 SHOPP:** 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin Construction: 2001/2002* *Complete Construction: 2003/2004* 2. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 In Fresno County from 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: *Construct SB auxiliary lane* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP**: FRE 99 PM 10.7 – 15.9, KP 17.22 – 25.6 Merced St to Central Ave: *Rehabilitate roadway* *Begin construction: 2003/2004* *Complete construction: 2005/2006*
27 FRESNO PM 19.3-22.1 KP 31.1-35.6 NORTH JCT RTE 41/99 SEP to JCT RTE 180 S	**RTP**: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **STIP Candidate:** FRE 99 PM 20.7 – 24.4, KP 33.4-39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: *Construct NB and SB auxiliary lanes (2016)* *(cont. on next page)*	**2000 SHOPP**: 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin Construction: 2001/2002* *Complete Construction: 2003/2004* *(cont. on next page)*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
27 FRESNO PM 19.3-22.1 KP 31.1-35.6 NORTH JCT RTE 41/99 SEP to JCT RTE 180 S	*(cont. from next page)* **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway* *(2016)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	*(cont. from next page)* 2. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 In Fresno County from 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: *Construct SB auxiliary lane* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
28 FRESNO PM 22.1-23.3 KP 35.6-37.5 JCT RTE 180 S to OLIVE AVE OC	**RTP**: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **STIP Candidate:** FRE 99 PM 20.7 – 24.4, KP 33.4 – 39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: *Construct NB and SB auxiliary lanes (2016)* **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway* *(2016)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	**2000 SHOPP**: 1. FRE 99 PM R3.7 – 31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: *Upgrade irrigation and planting* *Begin construction: 2000/2001* *Complete construction: 2006/2007* 3. FRE 99 PM 18.0 – 20.2, KP 29.0 – 32.5 From 1.0 KM south of Jensen Ave UC to 0.2 KM south of Ventura St OC: *Construct S/B auxiliary lane* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 4. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin Construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP**: FRE 99 PM 21.4 – 22.4, KP 34.4 – 36.1 From El Dorado St to Kerman Branch UC: *Highway planting restoration* *Begin construction: 2005/2006* *Complete construction: 2008/2009*
29 FRESNO PM 23.3-26.6 KP 37.5-42.8 OLIVE AVE OC to ASHLAN AVE OC	**RTP**: 1. FRE 99 PM 18.5 – 29.1, KP 29.7 – 46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* 2. FRE 99 PM 24.9, KP 40.1 Shields Ave *Modify I/C (2015) (cont. on next page)* **STIP Candidate:** FRE 99 PM 20.7 – 24.4, KP 33.4 – 39.3 Fresno St OC BR No 42-170 to Clinton Ave OC BR No 42-183: *Construct NB and SB auxiliary lanes (2016)* *(cont. on next page)e*	**2000 SHOPP:** 1. FRE 99 PM R3.7 – 31.4, KP R6.0 – 50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: *Upgrade irrigation and planting* *Begin construction: 2000/2001* *Complete construction: 2006/2007* *(cont. on next page)*

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
29 FRESNO PM 23.3-26.6 KP 37.5-42.8 OLIVE AVE OC to ASHLAN AVE OC	*(cont. from previous page)* **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway (2016)* **2004 SHOPP Candidate:** 1. FRE 99 PM 16.9 – 31.6, KP 27.2 – 50.9 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)* 2. FRE 99 PM 26.3, KP 42.3 Ashlan Ave: *Additional NB offramp lane (2008)*	*(cont. from previous page)* 3. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** FRE 99 PM 21.4 – 22.4, KP 34.4 – 36.1 From El Dorado Street to Kerman Branch UC: *Highway planting restoration* *Begin construction: 2005/2006* *Complete construction: 2008/2009*
30 FRESNO PM 26.6-31.6 KP 42.8-50.9 ASHLAN AVE OC to MADERA CO LINE	**RTP**: FRE 99 PM 18.5 – 29.1, KP 29.7-46.8 Jensen Ave to Bullard Ave alignment: *Widen from 6-lane freeway to 8-lane freeway (2018)* **RTP & STIP Candidate:** FRE 99 PM 27.3, KP 43.9: Shaw Ave Improvements *I/C and RR grade SEP* (**RTP:** *2010*) **RTP, ITSP, & STIP Candidate:** FRE/MAD 99 PM 26.6 – R1.0, KP 42.8-R1.7 Ashlan Ave in Fresno County to Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* (**RTP** *2012*, **ITSP:** *1998-2008*) 2. FRE 99 PM 30.2, KP 48.6 Grantland Diagonal: *Construct Grantland I/C* (**RTP:** *2017*) **2004 STIP Candidate:** FRE/MAD 99 PM 25.6 – 1.6, KP 42.7 – 2.7 From Ashlan Ave to 1.0 KM north of Avenue 7 in Madera County: *Widen from 4-lane freeway to 6-lane freeway* *(2016)* **2004 SHOPP Candidate:** FRE 99 PM 16.9 – 31.6, KP 27.2 – 32.4 Cedar Ave to Ventura Ave and Clinton Ave to San Joaquin River*: Fiber optics system (Future)*	**2000 SHOPP**: 1. FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 19.8 – 24.2, KP 31.9 – 38.9 From California Ave OC to N Fresno St UC: *Upgrade irrigation and planting* *Begin construction: 2000/2001* *Complete construction: 2006/2007* 3. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
31 MADERA PM 0.0-9.0 KP 0.0- 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	**RTP & 2006 STIP Candidate:** 1. MAD 99 PM R1.0 – 7.3, KP R1.6 – 11.7 From Avenue 7 to Avenue 12: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (Future)* 2. MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 From Avenue 12 to Avenue 16: *(4F-6F) (Future* *(cont. on next page)*	**2000 SHOPP**: 1. FRE 99 PM R3.7-31.4, KP R6.0-50.5 Various locations: *Install thrie beam median barriers* *Begin construction: 2001/2002* *Complete construction: 2003/2004* 2. FRE 99 PM 20.2 – 31.6, KP 32.5 – 50.9 From Ventura St OC to Madera County line: *Rehabilitate roadway* *Begin construction: 2000/2001* *Complete construction: 2003/2004*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
31 MADERA PM 0.0-9.0 KP 0.0- 14.5 MADERA CO LINE to 0.3 MI (0.48 KM) N OF AVE 13	*(cont. from previous page)* **ITSP, RTP:** MAD 99 PM R1.0 – 10.5, KP R1.6 – 6.9, From Avenue 7 to Route 145/99 SEP - PM R1.0 – 10.5 (**ITSP** *2009-2020*) (**RTP** *2012)* **2004 STIP Candidate:** MAD 99 PM 7.3, KP 11.8 At Avenue 12: *I/C (Future)* **2006 STIP Candidate:** 1. MAD 99 PM 3.6, KP 5.8 Avenue 9*: Modify I/C (Future)* 2. MAD 99 PM 7.3, KP 11.7 Avenue 12: *New I/C (Future)* **2006 STIP Candidate:** MAD 99 PM 7.3, KP 11.7 At Avenue 12: *New I/C (Future)*	*(see previous page)*
32 MADERA PM 9.0-10.3 KP 14.5-16.6 0.3 MI (0.48 KM) N OF AVE 13 to RTE 145/99 SEP	**RTP & STIP Candidate:** MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 Avenue12 to Avenue 16: *Widen from 4-lane freeway to 6-lane freeway (4F-6F)* (**RTP** *2012*) (*2006* **STIP**) **ITSP**: 1. MAD 99 PM 1.0 – 10.5, KP 1.6 – 16.9 From Avenue 7 to SR 145: *4F-6F (2009-2020)* 2. MAD 99 PM 8.9 – 10.4, KP 14.3 – 16.7 At the SR 99/145 SEP: *Modify I/C (1998-2008)*	**2002 SHOPP**: MAD 99 PM R7.3 – R9.6, KP R11.8 – R15.5 Avenue 12 to South Madera OC: *Rehabilitate roadway* *Begin construction: 2002/2003* *Complete construction: 2004/2005*
33 MADERA PM 10.3-R14.5 KP 16.6-R23.3 RTE 145/99 SEP to 0.3 MI (0.48 KM) N OF AVE 17	**RTP**: MAD 99 PM 12.8 – 20.5, KP 20.6 – 33.0 Avenue 16 to Avenue 21 ½: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2016)* **ITSP**: MAD 99 PM 10.5 – 12.8, KP 0.8 – 21.0 From Route 145 to Avenue 16: *4F-6F (1998 – 2008)* **2004 STIP Candidate:** MAD 99 PM 14.2, KP 22.9 At Ellis Rd: *Modify OC (Future)* **2006 STIP Candidates:** 1. MAD 99 PM 7.3 – 12.8, KP 11.8 – 20.6 Avenue 12 to Avenue 16: *4F-6F (Future)* 2. MAD 99 PM 10.9, KP 17.6 At Fourth St: *Modify I/C (Future)* 3. MAD 99 PM 12.7, KP 20.4 At Avenue 16: *Modify I/C (Future)*	**1998 STIP**: MAD 99 PM 8.9 – 10.4, KP 14.4 – 16.7 From 1.0 KM south of Gateway Dr offramp to 1.0 KM north of South Madera OC: *Modify Gateway Dr I/C* *Begin construction: 2002/2003* *Complete construction: 2004/2005* **1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP**: MAD 99 PM R7.3 – R9.6, KP R11.8 – R15.5 From Avenue 12 to South Madera OC: *Rehabilitate roadway* *Begin construction: 2002/2003* *Complete construction: 2004/2005*
34 MADERA PM R14.5-R19.9 KP R23.3-R32.0 0.3 MI (0.48 KM) N OF AVE 17 to AVE 21 ½	**RTP:** MAD 99 PM 12.8 – 20.5, KP 20.6 – 33.0 Avenue 16 to Avenue 21 ½: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2016)*	**1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004*

See Appendix for Glossary

Segment PM/KP From/To	SR 99 Planned Projects	SR 99 Programmed Projects
34 MADERA PM R14.5-R19.9 KP R23.3-R32.0 0.3 MI (0.48 KM) N OF AVE 17 to AVE 21 ½	*(see previous page)*	*(cont. from previous page)* **2000 SHOPP:** MAD 99 PM 9.9 – 12.5, KP 15.9 – 20.1 South of Route 145/99 SEP to north of Cleveland Ave OC: *Irrigation and planting upgrade* *Begin Construction: 1999/2000* *Complete Construction: 2003/2004*
35 MADERA PM 19.9-22.7 KP 32.0-36.5 AVE 21 ½ to JCT SR 152 W	**RTP & ITSP:** MAD 99 PM 20.1 – 22.5, KP 32.4 - 36.2: *Widen from 4-lane expressway to 6-lane freeway with new I/C (4E-6F with I/C)* (**RTP**: *2005*, **ITSP:** *1998 – 2008*)	**1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004*
36 MADERA PM 22.7-29.4 KP 36.5-47.3 JCT SR 152 W to MERCED COUNTY LINE	**RTP:** 1. MAD 99 PM 22.7, KP 36.5 At SR 99/152: *New I/C, RR crossing (2016)* 2. MAD 99 PM 22.7 – 29.4, KP 36.5 – 47.3 From SR 152 to Merced County line: *Widen from 4-lane freeway to 6-lane freeway (4F-6F) (2020)* **2004 STIP Candidate:** MAD 99 PM 26.2, KP 42.2 At Route 99/233: *Modify I/C (Future)*	**1998 STIP:** MAD 99 PM 19.6 – 22.6, KP 31.5-36.4 From Avenue 21 to Route 99/152 SEP: *4E to 6F with I/C at Avenue 22* *Begin construction: 2004/2005* *Complete construction: 2007/2008* **1998 SHOPP:** MAD 99 PM 13.0 – 23.0, KP 20.9 – 37.0 From Avenue 16 OC to Califa UC: *AC overlay* *Begin construction: 2001/2002* *Complete construction: 2003/2004* **2002 SHOPP:** MAD 99 PM 20.2 – 29.2, KP 32.8-47.0 From Avenue 21 ½ to the Merced County line: *Construct median barrier* *Begin construction: 20005/2006* *Complete construction: 2008/2009* 2. MAD 99 PM 26.4, KP 42.5 At Robertson Blvd in Chowchilla: *New Safety Roadside Rest* *Begin construction: 2005/2006* *Complete construction: 2008/2009*

See Appendix for Glossary

IX. Appendix

A. Reference Sheet includes RTPA/MPO/Air Quality District contact information, references used in the TCR, traffic accident information, and transit services.

B. Intelligent Transportation Systems information (by segment).

C. Transit Services by County in Caltrans District 6 (by segment).

D. Glossary of terms used throughout the TCR.

See Appendix for Glossary

Transportation Concept Report

State Route 99

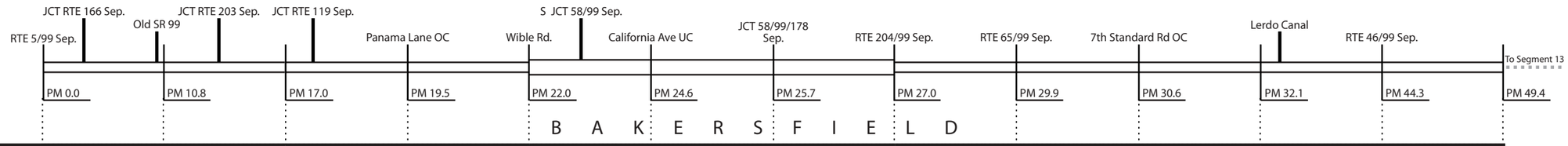
SUMMARY CHART 1-A

LEGEND

Conventional
Expressway
Freeway
Unconstructed

Number of Lanes: 2, 4, 6, 8

* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

* **Deficient:** No project recommended

** **Deficient:** Concept facility does not meet concept LOS

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99
Description Begin	RTE 5/99 SEP	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION
Description End	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION	0.1 MI (0.16 KM) N OF SHERWOOD AVE
Postmile Limits Begin/End	L 0.7 / 10.8	10.8 / 17.0	17.0 / 19.5	19.5 / 22.0	22.0 / 24.6	24.6 / 25.7	25.7 / 27.0	27.0 / R 29.9	R 29.9 / R 30.6	R 30.6 / 32.1	32.1 / 44.3	44.3 / 49.4
Kilopost Limits Begin/End	1.1 KP / 17.4 KP	17.4 KP / 27.4 KP	27.4 KP / 31.4 KP	31.4 KP / 35.4 KP	35.4 KP / 39.6 KP	39.6 KP / 41.4 KP	41.4 KP / 43.5 KP	43.5 KP / 48.1 KP	48.1 KP / 49.2 KP	49.2 KP / 51.7 KP	51.7 KP / 71.3 KP	71.3 KP / 79.5 KP
Length (MI/KM)	10.1 MI / 16.3 KM	6.2 MI / 10.0 KM	2.5 MI / 4.0 KM	2.5 MI / 4.0 KM	2.6 MI / 4.2 KM	1.1 MI / 1.8 KM	1.3 MI / 2.1 KM	2.9 MI / 4.7 KM	0.7 MI / 1.1 KM	1.5 MI / 2.4 KM	12.2 MI / 19.6 KM	5.1 MI / 8.2 KM
Rural / Urban	RURAL	RURAL	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	185.0 / 200.0 FT	175.0 / 190.0 FT	190.0 / 195.0 FT	190.0 / 250.0 FT	220.0 / 290.0 FT	255.0 / 320.0 FT	190.0 / 270.0 FT	180.0 / 240.0 FT	200.0 / 200.0 FT	170.0 / 170.0 FT	160.0 / 200.0 FT	160.0 / 230.0 FT
ROW: Range Existing (M)	56.4 / 61.0 M	53.3 / 57.9 M	57.9 / 59.4 M	57.9 / 76.2 M	67.1 / 88.4 M	77.7 / 97.5 M	57.9 / 82.3 M	54.9 / 73.2 M	61.0 / 61.0 M	51.8 / 51.8 M	48.8 / 61.0 M	48.8 / 70.1 M
Median Range (FT)	36.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	22.0 / 22.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	34.0 / 46.0 FT	34.0 / 65.0 FT	29.0 / 65.0 FT
Median Range (M)	11.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	6.7 / 6.7 M	6.7 / 6.7 M	6.7 / 6.7 M	14.0 / 14.0 M	14.0 / 14.0 M	10.4 / 14.0 M	10.4 / 19.8 M	8.8 / 19.8 M
Shoulder Range (FT)	2.0 / 10.0 FT	10.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	8.0 / 10.0 FT	2.0 / 20.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 10.0 FT	5.0 / 10.0 FT
Shoulder Range (M)	0.6 / 3.0 M	3.0 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	2.4 / 3.0 M	0.6 / 6.1 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 3.0 M	1.5 / 3.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M
Facility: Existing	6F	6F	6F	6F	8F	8F	8F	6F	6F	6F	6F	6F
2025 Concept	6F	6F	6F	8F	8F	8F	8F	6F	8F	8F	8F	6F
UTC	8F	8F	8F	8F	8F + AUX	8F + AUX	8F + AUX	8F	8F	8F	8F	8F
LOS: 2002	B	B	B	C	C	C	C	C	C	C	B	B
2010 / 2025	C / D	B / D	B / D	C / E	D / F	D / F	C / E	D / F	C / F	D / F	C / E	B / D
2025 Concept	C	C	D	D	D	D	D	D	D	C	C	C
Deficiency/Year Deficient	2025	2025	N/A	2025	2025	2025	2025	2025	2025	2010	2025	2025
Project in STIP/RTP (Y/N)	No	No	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	No
LOS W/ Concept Improvement	N/A	N/A	N/A	D	N/A	N/A	N/A	N/A	D	D	C	N/A
Directional Split (Peak Hour)	59/41	59/41	59/41	56/44	55/45	55/45	55/45	56/44	56/44	56/44	56/44	57/43
AADT: 2003	32,000	31,000	44,000	69,700	108,000	109,000	82,000	73,600	59,700	56,000	50,500	39,400
2010 / 2025	43,400 / 68,600	41,700 / 64,900	56,900 / 83,600	85,800 / 117,100	130,400 / 171,700	131,600 / 174,500	101,900 / 141,300	96,000 / 143,500	79,500 / 121,800	74,500 / 114,200	68,500 / 108,300	53,500 / 84,500
Peak Hour: 2003	2,266	2,195	2,336	3,513	5,346	5,995	4,510	4,122	3,224	3,343.2	2,545	2,021
2010 / 2025	3,080 / 4,860	2,950 / 4,600	3,020 / 4,440	4,330 / 5,900	6,450 / 8,500	7,240 / 9,600	5,610 / 7,770	5,380 / 8,040	4,290 / 6,580	4,450 / 6,820	3,450 / 5,460	2,740 / 4,340
% Trucks: AADT / Peak Hour	38 / 22 %	38 / 22 %	38 / 22 %	28 / 17 %	19 / 11 %	15 / 10 %	15 / 10 %	19 / 11 %	19 / 11 %	23 / 14 %	27 / 18 %	32 / 23 %

Transportation Concept Report

State Route 99

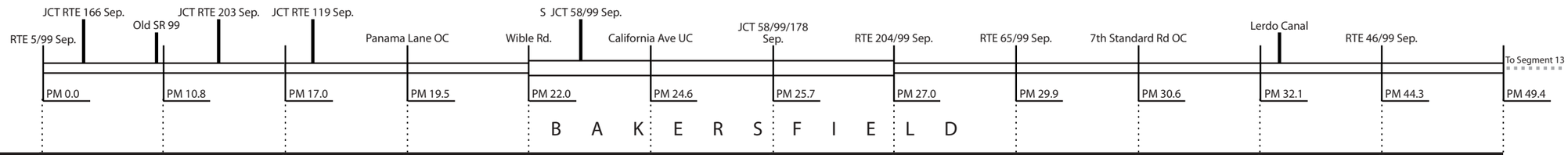
SUMMARY CHART 2-A

LEGEND

Conventional
Expressway
Freeway
Unconstructed

Number of Lanes: 2, 4, 6, 8

* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Functional Classification: a process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: a highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): a series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

NTN: A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets.

Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12
County / Route	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99	KERN / 99
Description Begin	RTE 5/99 SEP	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION
Description End	0.1 MI (0.16 KM) S OF OLD RTE 99	0.5 MI (0.8 KM) S OF RTE 119	PANAMA LANE OC	WIBLE RD	CALIFORNIA AVE UC	WEST JCT RTE 99/58 SEPARATION-RTE 178	RTE 204/99 SEPARATION	RTE 65/99 SEPARATION	7TH STANDARD RD OC	0.3 MI (0.48 KM) S OF LERDO CANAL	RTE 46/99 SEPARATION	0.1 MI (0.16 KM) N OF SHERWOOD AVE
Postmile Limits Begin/End	0.7 / 10.8	10.8 / 17.0	17.0 / 19.5	19.5 / 22.0	22.0 / 24.6	24.6 / 25.7	25.7 / 27.0	27.0 / 29.9	29.9 / 30.6	30.6 / 32.1	32.1 / 44.3	44.3 / 49.4
Kilopost Limits Begin/End	1.1 KP / 17.4 KP	17.4 KP / 27.4 KP	27.4 KP / 31.4 KP	31.4 KP / 35.4 KP	35.4 KP / 39.6 KP	39.6 KP / 41.4 KP	41.4 KP / 43.5 KP	43.5 KP / 48.1 KP	48.1 KP / 49.2 KP	49.2 KP / 51.7 KP	51.7 KP / 71.3 KP	71.3 KP / 79.5 KP
Length (MI/KM)	10.1 MI / 16.3 KM	6.2 MI / 10.0 KM	2.5 MI / 4.0 KM	2.5 MI / 4.0 KM	2.6 MI / 4.2 KM	1.1 MI / 1.8 KM	1.3 MI / 2.1 KM	2.9 MI / 4.7 KM	0.7 MI / 1.1 KM	1.5 MI / 2.4 KM	12.2 MI / 19.6 KM	5.1 MI / 8.2 KM
Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	No	No	No	No	No	No	No	No	No	No	No	No
STRAHNET (Y/N)	No	No	No	No	No	No	No	No	Yes	Yes	PARTIAL	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Truck Network (NTN) (Yes: STAA=Surface Transportation Assistance Act, TA=Terminal Access) or No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	No	No	No	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway
General Plan/RTP Los Standard	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E
Bike Lanes	No	No	No	No	No	No	No	No	No	No	No	No
Biological Resource Sensitivity	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Historical Resources	Yes	Yes	N/A	N/A	N/A	Yes	N/A	N/A	N/A	N/A	N/A	N/A

Transportation Concept Report

State Route 99

SUMMARY CHART 1-B

LEGEND

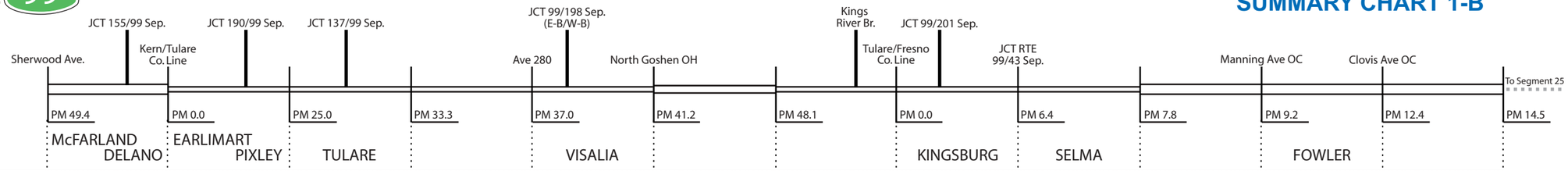
Conventional — Number of Lanes: 2, 4, 6, 8

Expressway

Freeway

Unconstructed

* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

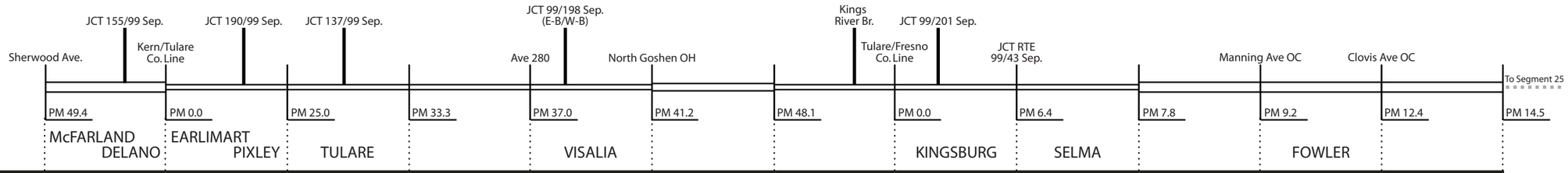
* **Deficient:** No project recommended

** **Deficient:** Concept facility does not meet concept LOS

SEGMENT	13 of 36	14 of 36	15 of 36	16 of 36	17 of 36	18 of 36	19 of 36	20 of 36	21 of 36	22 of 36	23 of 36	24 of 36
County / Route	KERN / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99
Description Begin	0.1 MI (0.16 KM) N OF SHERWOOD AVE	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF SR 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEP	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC
Description End	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF SR 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEP	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC	AMERICAN AVE OC
Postmile Limits Begin/End	49.4 / 57.6	0.0 / 25.0	25.0 / 33.3	33.3 / 37.0	37.0 / 41.2	41.2 / 48.1	48.1 / 53.9	0.0 / 6.4	6.4 / 7.8	7.8 / 9.2	9.2 / 12.4	12.4 / 14.5
Kilopost Limits Begin/End	79.5 KP / 92.7 KP	0.0 KP / 40.2 KP	40.2 KP / 53.6 KP	53.6 KP / 59.5 KP	59.5 KP / 66.3 KP	66.3 KP / 77.4 KP	77.4 KP / 86.7 KP	0.0 KP / 10.3 KP	10.3 KP / 12.6 KP	12.6 KP / 14.8 KP	14.8 KP / 20.0 KP	20.0 KP / 23.3 KP
Length (MI/KM)	8.2 MI / 13.2 KM	25.0 MI / 40.2 KM	8.3 MI / 13.4 KM	3.7 MI / 6.0 KM	4.2 MI / 6.8 KM	6.9 MI / 11.1 KM	5.8 MI / 9.3 KM	6.4 MI / 10.3 KM	1.4 MI / 2.3 KM	1.4 MI / 2.3 KM	3.2 MI / 5.1 KM	2.1 MI / 3.4 KM
Rural / Urban	URBAN	RURAL	URBAN	RURAL	URBAN	RURAL	RURAL	URBAN	URBAN	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	160.0 / 175.0 FT	160.0 / 250.0 FT	160.0 / 200.0 FT	156.0 / 166.0 FT	156.0 / 170.0 FT	166.0 / 178.0 FT	166.0 / 210.0 FT	176.0 / 230.0 FT	208.0 / 216.0 FT	190.0 / 199.0 FT	160.0 / 210.0 FT	190.0 / 190.0 FT
ROW: Range Existing (M)	48.8 / 53.3 M	48.8 / 76.2 M	48.8 / 61.0 M	47.5 / 50.6 M	47.5 / 51.8 M	50.6 / 54.3 M	50.6 / 64.0 M	53.6 / 70.1 M	63.4 / 65.8 M	57.9 / 60.7 M	48.8 / 64.0 M	57.9 / 57.9 M
Median Range (FT)	30.0 / 46.0 FT	34.0 / 66.0 FT	52.0 / 99.0 FT	34.0 / 46.0 FT	35.0 / 94.0 FT	35.0 / 65.0 FT	39.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT	46.0 / 46.0 FT
Median Range (M)	9.1 / 14.0 M	10.4 / 20.1 M	15.8 / 30.2 M	10.4 / 14.0 M	10.7 / 28.7 M	10.7 / 19.8 M	11.9 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M	14.0 / 14.0 M
Shoulder Range (FT)	2.0 / 8.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 9.0 FT	1.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 16.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT
Shoulder Range (M)	0.6 / 2.4 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 2.7 M	0.3 / 3.0 M	0.6 / 3.0 M	0.6 / 4.9 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M
Facility: Existing	6F	4F	4F	4F	4F	5F	4F	4F	4F	6F	6F	6F
2025 Concept	8F	6F	6F	6F	6F	6F	6F	6F	6F	6F	8F	8F
UTC	8F	8F	8F	8F	8F	8F	8F	8F	8F	8F	8F	8F
LOS: 2002	B	C	C	C	C	B	C	D	D	C	C	C
2010 / 2025	B / C	E / F	E / F	D / F	D / F	B / C	D / F	F / F	F / F	C / E	D / F	C / E
2025 Concept	C	C	D	D	D	C	C	D	D	D	D	D
Deficiency/Year Deficient	NO / N/A	YES / 2010	YES / 2010	YES / 2025	YES / 2025	NO / N/A	YES / 2010	YES / 2010	YES / 2010	YES / 2025	YES / 2025	YES / 2025
Project in STIP/RTP (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES
LOS W/ Concept Improvement	C	F**	E**	D	D	N/A	D**	F**	E**	N/A*	D	C
Directional Split (Peak Hour)	67/33	67/33	67/33	67/33	67/33	67/33	67/33	60/40	60/40	60/40	60/40	55/45
AADT: 2003	38,000	32,700	36,500	37,000	42,200	43,000	44,100	46,700	63,000	63,000	71,600	63,000
2010 / 2025	49,600 / 74,000	47,000 / 81,100	49,500 / 78,100	50,700 / 81,100	57,300 / 90,500	54,500 / 77,000	55,900 / 79,800	60,400 / 88,700	79,900 / 114,000	79,900 / 114,000	89,000 / 123,400	78,300 / 108,500
Peak Hour: 2003	2,166	2,609	2,610	2,157	2,152	2,279	2,381	3,276	3,119	3,119	3,609	3,175
2010 / 2025	2,830 / 4,220	3,750 / 6,470	3,540 / 5,590	3,000 / 4,720	2,920 / 4,620	2,890 / 4,080	3,020 / 4,300	4,240 / 6,220	3,960 / 5,640	3,960 / 5,640	4,490 / 6,220	3,950 / 5,490
% Trucks: AADT / Peak Hour	32 / 23 %	30 / 22 %	30 / 23 %	30 / 24 %	30 / 24 %	30 / 24 %	30 / 24 %	30 / 24 %	28 / 20 %	28 / 20 %	28 / 20 %	26 / 17 %

SUMMARY CHART 2-B

LEGEND
Conventional
Expressway
Freeway
Unconstructed
Number of Lanes: 2, 4, 6, 8
* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Functional Classification: a process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: a highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): a series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

NTN: A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets.

Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	13	14	15	16	17	18	19	20	21	22	23	24
County / Route	KERN / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	TULARE / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99
Description Begin	0.1 MI (0.16 KM) N OF SHERWOOD AVE	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC
Description End	TULARE COUNTY LINE	0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	0.6 MI (0.58 KM) N OF AVE 280	NORTH GOSHEN OH	0.6 MI (0.58 KM) S OF TRAVER OC	FRESNO CO LINE	RTE 99/43 SEPARATION	1.3 MI (2.09 KM) N OF FLORAL AVE UC	MANNING AVE OC	CLOVIS AVE UC	AMERICAN AVE OC
Postmile Limits Begin/End	49.4 / 57.6	0.0 / 25.0	25.0 / 33.3	33.3 / 37.0	37.0 / 41.2	41.2 / 48.1	48.1 / 53.9	0.0 / 6.4	6.4 / 7.8	7.8 / 9.2	9.2 / 12.4	12.4 / 14.5
Kilopost Limits Begin/End	79.5 KP / 92.7 KP	0.0 KP / 40.2 KP	40.2 KP / 53.6 KP	53.6 KP / 59.5 KP	59.5 KP / 66.3 KP	66.3 KP / 77.4 KP	77.4 KP / 86.7 KP	0.0 KP / 10.3 KP	10.3 KP / 12.6 KP	12.6 KP / 14.8 KP	14.8 KP / 20.0 KP	20.0 KP / 23.3 KP
Length (MI/KM)	8.2 MI / 13.2 KM	25.0 MI / 40.2 KM	8.3 MI / 13.4 KM	3.7 MI / 6.0 KM	4.2 MI / 6.8 KM	6.9 MI / 11.1 KM	5.8 MI / 9.3 KM	6.4 MI / 10.3 KM	1.4 MI / 2.3 KM	1.4 MI / 2.3 KM	3.2 MI / 5.1 KM	2.1 MI / 3.4 KM
Functional Classification	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	No	No	No	No	No	Yes	Yes	Yes	PARTIAL	No	No	No
STRAHNET (Y/N)	Yes	Yes	Yes	PARTIAL	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Truck Network (NTN) (Yes: STAA=Surface Transportation Assistance Act, TA=Terminal Access) or No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	No	No	No	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Plan/RTP Standard Highway Classification	Freeway	State Highway, N/S Regional Corridor Freeway	Freeway	State Highway, N/S Regional Corridor Freeway	Freeway	State Highway, N/S Regional Corridor Freeway	State Highway, N/S Regional Corridor Freeway	Freeway	Freeway	Freeway	Freeway	Freeway
General Plan/RTP Los Standard	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Kern County LOS for CMP and RTP Regionally Significant System - E	Tulare County RTP: LOS D for rural areas	City of Tulare General Plan: LOS D	Tulare County RTP: LOS D for rural areas	Tulare County RTP: LOS D for rural areas	City of Visalia GP: LOS C for urban areas	Tulare County RTP: LOS D for rural areas	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D
Bike Lanes	No	No	No	No	No	No	No	No	No	No	No	No
Biological Resource Sensitivity	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	N/A
Historical Resources	N/A	N/A	N/A	N/A	Yes	Yes	Yes	Yes	N/A	N/A	N/A	N/A

Transportation Concept Report

State Route 99

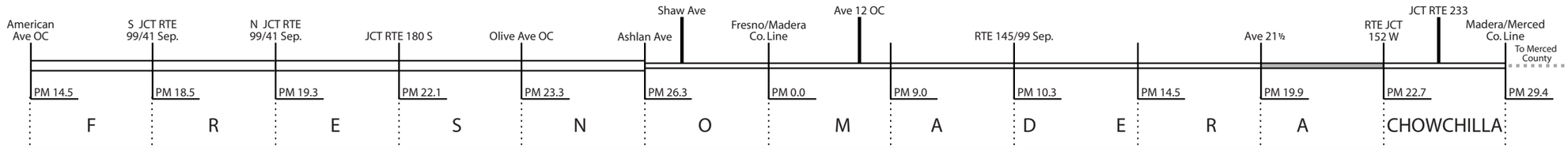
SUMMARY CHART 1-C

LEGEND

Conventional / Expressway / Freeway / Unconstructed

Number of Lanes: 2, 4, 6, 8

* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Rural/Urban: indicates whether the segment is in a rural area or city limits.

Terrain: shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: portrays Right-of-Way (ROW) and geometric data in feet and meters.

Shoulder Range: is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): is the typical ROW needed for the ultimate facility, i.e., 6 lane freeway (6F).

Facility: shows the Existing Facility, the desired facility type (2025 Concept) by 2025-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2025. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2002) LOS (level of service), along with the expected calculated LOS in 2010 and 2025. The 2025 Concept is the target LOS desired, i.e., LOS C, for attainment by 2025-Caltrans.

Deficiency: occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2025 Concept improvement.

Directional Split: denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: signifies Annual Average Daily Traffic.

Peak Hour: indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: shows the percent of trucks for AADT and Peak Hour.

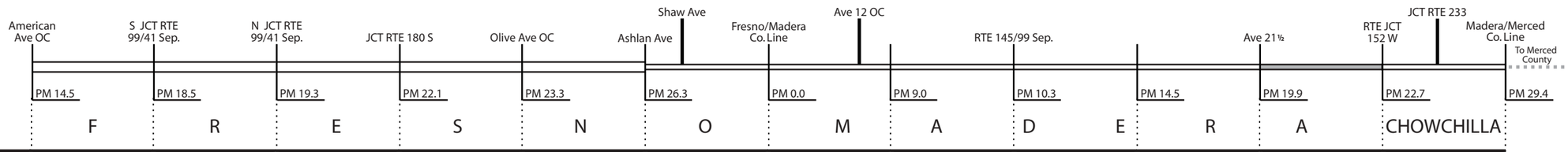
* **Deficient:** No project recommended

** **Deficient:** Concept facility does not meet concept LOS

SEGMENT	25	26	27	28	29	30	31	32	33	34	35	36
County / Route	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99
Description Begin	AMERICAN AVE OC	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W
Description End	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	MERCED COUNTY LINE
Postmile Limits Begin/End	14.5 / 18.5	18.5 / 19.3	19.3 / 22.1	22.1 / 23.3	23.3 / 26.6	26.6 / 31.6	0.0 / 9.0	9.0 / 10.3	10.3 / R 14.5	R 14.5 / 19.9	19.9 / 22.7	22.7 / 29.4
Kilopost Limits Begin/End	23.3 KP / 29.8 KP	29.8 KP / 31.1 KP	31.1 KP / 35.6 KP	35.6 KP / 37.5 KP	37.5 KP / 42.8 KP	42.8 KP / 50.9 KP	0.0 KP / 14.5 KP	14.5 KP / 16.6 KP	16.6 KP / 23.3 KP	23.3 KP / 32.0 KP	32.0 KP / 36.5 KP	36.5 KP / 47.3 KP
Length (MI/KM)	4.0 MI / 6.4 KM	0.8 MI / 1.3 KM	2.8 MI / 4.5 KM	1.2 MI / 1.9 KM	3.3 MI / 5.3 KM	5.0 MI / 8.0 KM	9.0 MI / 14.5 KM	1.3 MI / 2.1 KM	4.2 MI / 6.8 KM	5.4 MI / 8.7 KM	2.8 MI / 4.5 KM	6.7 MI / 10.8 KM
Rural / Urban	URBAN	URBAN	URBAN	URBAN	URBAN	URBAN	RURAL	URBAN	URBAN	URBAN	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	190.0 / 200.0 FT	200.0 / 230.0 FT	160.0 / 270.0 FT	160.0 / 200.0 FT	140.0 / 200.0 FT	180.0 / 200.0 FT	150.0 / 176.0 FT	154.0 / 180.0 FT	160.0 / 210.0 FT	210.0 / 220.0 FT	160.0 / 220.0 FT	160.0 / 220.0 FT
ROW: Range Existing (M)	57.9 / 61.0 M	61.0 / 70.1 M	48.8 / 82.3 M	48.8 / 61.0 M	42.7 / 61.0 M	54.9 / 61.0 M	45.7 / 53.6 M	46.9 / 54.9 M	48.8 / 64.0 M	64.0 / 67.1 M	48.8 / 67.1 M	48.8 / 67.1 M
Median Range (FT)	46.0 / 46.0 FT	46.0 / 46.0 FT	16.0 / 46.0 FT	16.0 / 16.0 FT	16.0 / 36.0 FT	36.0 / 60.0 FT	32.0 / 46.0 FT	32.0 / 40.0 FT	32.0 / 80.0 FT	46.0 / 94.0 FT	46.0 / 46.0 FT	39.0 / 46.0 FT
Median Range (M)	14.0 / 14.0 M	14.0 / 14.0 M	4.9 / 14.0 M	4.9 / 4.9 M	4.9 / 11.0 M	11.0 / 18.3 M	9.8 / 14.0 M	9.8 / 12.2 M	9.8 / 24.4 M	14.0 / 28.7 M	14.0 / 14.0 M	11.9 / 14.0 M
Shoulder Range (FT)	2.0 / 8.0 FT	5.0 / 10.0 FT	5.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 17.0 FT	2.0 / 17.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	2.0 / 10.0 FT	4.0 / 10.0 FT
Shoulder Range (M)	0.6 / 2.4 M	1.5 / 3.0 M	1.5 / 3.0 M	0.6 / 3.0 M	0.6 / 5.2 M	0.6 / 5.2 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	0.6 / 3.0 M	1.2 / 3.0 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	218.0 FT / 66.4 M	219.0 FT / 66.8 M	219.0 FT / 66.8 M	218.0 FT / 66.4 M
Facility: Existing	6F	6F	6F	6F	6F	4F	4F	4F	4F	4F	4E	4F
2025 Concept	8F	6F +	6F +	6F +	8F	6F	6F	6F	6F	6F	6F	6F
UTC	8F	8F + AUX	8F + AUX	8F + AUX	8F	8F	8F	8F	8F	8F	8F	8F
LOS: 2002	C	D	C	C	C	C	C	C	C	C	C	B
2010 / 2025	C / E	E / F	D / F	D / F	C / F	E / F	E / F	D / F	E / F	E / F	D / F	C / F
2025 Concept	D	D	D	D	D	D	D	C	C	C	C	C
Deficiency/Year Deficient	2025	2010	2025	2025	2025	2010	2025	2010	2010	2010	2025	2025
Project in STIP/RTP (Y/N)	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
LOS W/ Concept Improvement	C	E	D	E	D	F	F	D	F	F	F	D
Directional Split (Peak Hour)	56/44	56/44	56/44	56/44	56/44	54/46	55/45	55/45	56/44	57/43	57/43	57/43
AADT: 2003	68,500	96,700	73,700	86,000	65,300	51,400	52,200	45,000	51,400	48,200	47,500	31,900
2010 / 2025	84,300 / 115,200	117,900 / 158,700	96,200 / 143,000	103,800 / 138,500	84,400 / 124,100	71,800 / 118,200	70,800 / 112,000	60,500 / 94,200	77,600 / 143,800	73,500 / 147,300	69,000 / 120,700	47,700 / 87,100
Peak Hour: 2003	3,452	4,874	3,714	4,334	3,291	2,776	2,871	2,475	2,591	2,473	2,437	1,636
2010 / 2025	4,250 / 5,800	5,940 / 8,000	4,850 / 7,210	5,230 / 6,980	4,260 / 6,250	3,880 / 6,390	3,900 / 6,160	3,330 / 5,180	3,910 / 7,250	3,770 / 7,090	3,540 / 6,190	2,450 / 4,480
% Trucks: AADT / Peak Hour	24 / 15 %	17 / 10 %	18 / 10 %	18 / 10 %	19 / 10 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	22 / 12 %	24 / 14 %

SUMMARY CHART 2-C

LEGEND
Conventional
Expressway
Freeway
Unconstructed
Number of Lanes: 2, 4, 6, 8
* Length of Segments Not to Scale



Segment: is self-explanatory except for several data sets:

Functional Classification: a process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: a highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): a series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

NTN: A list of truck route segments and their truck access designations with each segment's beginning and ending post miles, and beginning and ending cross streets.

Scenic: : A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Biological/Historical Resource Sensitivity: indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	25	26	27	28	29	30	31	32	33	34	35	36
County / Route	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	FRESNO / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99	MADERA / 99
Description Begin	AMERICAN AVE OC	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W
Description End	SOUTH JCT RTE 99/41 SEPARATION	NORTH JCT RTE 41/99 SEPARATION	JCT RTE 180 S	OLIVE AVE OC	ASHLAN AVE OC	MADERA CO LINE	0.3 MI (0.48 KM) N OF AVE 13	RTE 145/99 SEPARATION	0.3 MI (0.48 KM) N OF AVE 17	AVE 21 1/2	JCT SR 152 W	MERCED COUNTY LINE
Postmile Limits Begin/End	14.5 / 18.5	18.5 / 19.3	19.3 / 22.1	22.1 / 23.3	23.3 / 26.6	26.6 / 31.6	0.0 / 9.0	9.0 / 10.3	10.3 / 14.5	14.5 / 19.9	19.9 / 22.7	22.7 / 29.4
Kilopost Limits Begin/End	23.3 KP / 29.8 KP	29.8 KP / 31.1 KP	31.1 KP / 35.6 KP	35.6 KP / 37.5 KP	37.5 KP / 42.8 KP	42.8 KP / 50.9 KP	0.0 KP / 14.5 KP	14.5 KP / 16.6 KP	16.6 KP / 23.3 KP	23.3 KP / 32.0 KP	32.0 KP / 36.5 KP	36.5 KP / 47.3 KP
Length (MI/KM)	4.0 MI / 6.4 KM	0.8 MI / 1.3 KM	2.8 MI / 4.5 KM	1.2 MI / 1.9 KM	3.3 MI / 5.3 KM	5.0 MI / 8.0 KM	9.0 MI / 14.5 KM	1.3 MI / 2.1 KM	4.2 MI / 6.8 KM	5.4 MI / 8.7 KM	2.8 MI / 4.5 KM	6.7 MI / 10.8 KM
Functional Classification	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial in urban area (P1P)
National Highway System (NHS) (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	No	No	No	No	No	Yes	No	No	PARTIAL	No	Yes	No
STRAHNET (Y/N)	No	No	No	No	No	No	Yes	Yes	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
National Truck Network (NTN) (Yes: STAA=Surface Transportation Assistance Act, TA=Terminal Access) or No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	No	No	No	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Freeway	Freeway	Freeway	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Fwy	State Hwy/Exp	State Hwy/Fwy
General Plan/RTP Los Standard	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D	Draft City of Fresno GP: LOS D	Draft City of Madera GP: LOS D	Draft City of Madera GP: LOS D	Draft City of Madera GP: LOS D	Draft City of Madera GP: LOS D	Draft City of Madera GP: LOS D	Draft City of Madera GP: LOS D
Bike Lanes	No	No	No	No	No	No	No	No	No	No	No	No
Biological Resource Sensitivity	N/A	N/A	Yes	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A
Historical Resources	N/A	N/A	N/A	N/A	N/A	Yes	Yes	Yes	N/A	N/A	Yes	Yes

pages

Local Jurisdictions - RTPAs/MPOs

Council of Fresno County Governments (COFCG)
2100 Tulare St., Suite 619
Fresno, CA 93721
(559) 233-4148

Kern Council of Governments (Kern COG)
1401 19th St., Suite 300
Bakersfield, CA 93301
(661) 861-2191

Tulare County Association of Governments (TCAG)
Resource Management Agency
5961 S. Mooney Blvd.
Visalia, CA 93227
(559) 733-6291

Madera Transportation Commission (MTC)
1816 Howard Rd. Suite 8
Madera, CA 93637
(559) 675-0721

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Ave.
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:

Severe non-attainment for ozone and serious for PM10. Contact the Air District for more information.

Transit Services:

For inquires on transit services, please contact the respective RTPA/MPO (as shown above) for more information. Or refer to the Transit Services sheet in the Appendix for various transit services.

Traffic Accident Data:

Caltrans District 6
Office of Traffic Investigations
(559) 488-4123

Sources of Information:

All Segments:

Traffic Congestion Relief Program, 2000
State Transportation Improvement Program (STIP), 1998, 2000, 2002
State Highway Operations and Protection Program (SHOPP), 1998, 2000, 2001
Interregional Transportation Strategic Plan (ITSP), 1998, 2000

Specific Sources by County:

Kern County:
Kern County General Plan, 1998
Kern County Regional Transportation Plan, 1998
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997

Madera County:
Madera County General Plan, 1995
Madera County Regional Transportation Improvement Plan, 2002/03 – 2006/07

Tulare County:
Tulare County General Plan, 2000
TCAG Regional Transportation Plan, 1998

Fresno County:
Fresno County General Plan, 2000
Fresno County Regional Transportation Plan, 2001
City of Coalinga General Plan, 1994

P:\191-System Planning Branch\TCRs\SR99\SR99 ReferencesFINALApr10.doc

SR 99
SR 99 Intelligent Transportation Systems (ITS)

Segment PM/KP From/To	Existing ITS	Planned ITS
1 KERN PM L0.7-10.8 KP 0-17.4 RTE 5/99 SEP to 0.1 MI (0.16 KM) S OF OLD RTE 99	Traffic Management Station (2 locations) PM 7.3 - KP 11.7, S of Sandrini Rd and PM 8.3 - KP 13.4, N of Sandrini Rd.	Weather Station PM 2.7 - KP 4.3, near SR 166; Closed Circuit Television PM 2.4 - KP 3.9, near SR 166.
2 KERN PM 10.8-17.0 KP 17.4-27.4 0.1 MI (0.16 KM) S OF OLD RTE 99 to 0.5 MI (0.8 KM) S OF RTE 119	Changeable Message Sign PM 15.9 - KP 25.6, NB S of SR 119; Highway Advisory Radio PM 13.4 - KP 21.6, near SR 223/99 I/C; Closed Circuit Television PM 13.2 - KP 21.2, near SR 223.	N/A
3 KERN PM 17.0-19.5 KP 27.4-31.4 0.5 MI (0.8 KM) S OF RTE 119 to PANAMA LANE OC	Changeable Message Sign SB PM 18.5 - KP 29.8, N of SR 119.	Traffic Management Station NB/SB PM 18.5, KP 29.8, near Hosking Ave.
4 KERN PM 19.5-22.0 KP 31.4-35.4 PANAMA LANE OC to WIBLE ROAD	Changeable Message Sign NB PM 20.4 - KP 2.8, S of SR 58.	Traffic Management Station NB/SB PM 20.3 - KP 32.7, N of Panama Ln; Closed Circuit Television PM 21.1 - KP 33.9, near White Ln OC.
5 KERN PM 22.0-24.6 KP 35.4-39.6 WIBLE ROAD to CALIFORNIA AVE UC	Highway Advisory Radio PM 23.1 - KP 37.2, near Belle Terrace Ave; Traffic Management Station PM 23.1 - KP 37.2, near Belle Terrace Ave, PM 24.1 - KP 38.8, NB/SB, near Palm Ave.	Traffic Management Station PM 22.2 - KP 35.7, near Wilson Rd: Closed Circuit Television PM 22.6 - KP 36.4, near Ming Ave OC, PM 23.5 - KP 37.8, near EB SR 58.
6 KERN PM 24.6-25.7 KP 39.6-41.4 CALIFORNIA AVE UC to WEST JCT RTE 99/58 SEPARATION-RTE 178	Traffic Management Station NB/SB PM 25.2 - KP 40.6, near Truxton Ave.	Closed Circuit Television PM 25.7 - KP 41.4, near WB SR 58.
7 KERN PM 25.7-27.0 KP 41.4-43.5 WEST JCT RTE 99/58 SEPARATION-RTE 178 to RTE 204/99 SEPARATION	N/A	Closed circuit television PM 26.8 - KP 43.1, Near Airport Dr; Traffic Management Station PM 26.1 - KP 42.0, Near Gilmore Ave.
8 KERN PM 27.0-R29.9 KP 43.5-48.1 RTE 204/99 SEPARATION to RTE 65/99 SEPARATION	Changeable Message Sign (2 locations) SB PM 29.5 - KP 47.5, N of SR 65 (portable) NB PM 29.2 - KP 46.9, S of SR 65; Traffic Management Station (3 locations) NB/SB, PM 27.9 - KP 44.9, S of Olive Dr OC, PM 29.3 - KP 47.2, near Snow Rd, PM 27.9 - KP 44.9, S of SR 65 SEP Br.	Highway Advisory Radio PM 29.9 - KP 48.1, near SR 65.
9 KERN PM R29.9-R30.6 KP 48.1-49.2 RTE 65/99 SEPARATION to 7TH STANDARD RD OC	N/A	N/A

Segment PM/KP From/To	Existing ITS	Planned ITS
10 KERN PM R30.6-32.1 KP 49.2-51.7 7TH STANDARD RD OC to 0.3 MI (0.48 KM) S OF LERDO CANAL	N/A	N/A
11 KERN PM 32.1-44.3 KP 51.7-71.3 0.3 MI (0.48 KM) S OF LERDO CANAL to RTE 46/99 SEPARATION	Changeable Message Sign NB PM 42.6 - KP 68.6, S of SR 46.	Proposed ITS technology includes: Closed Circuit Television PM 44.1 - KP 70.1, near SR 46.
12 KERN PM 44.3-49.4 KP 71.3-79.5 RTE 46/99 SEPARATION to 0.1 MI (0.16 KM) N OF SHERWOOD AVE	Changeable Message Sign SB PM 45.8 - KP 73.7, N of SR 46; Highway Advisory Radio PM 47.3 - KP 76.1, N of SR 46, near Whistler Rd; Traffic Management Station NB/SB PM 49.3 - KP 79.3, near Sherwood Ave OC.	N/A
13 KERN PM 49.4-57.6 KP 79.5-92.7 0.1 MI (0.16 KM) N OF SHERWOOD AVE to TULARE COUNTY LINE	Weather Station PM 56.4 - KP 90.8, near 14th Ave, Traffic Management Station NB/SB (6 locations) PM 49.7 - KP 80.0, near Kern Ave, PM 49.9 - KP 80.3, near Perkins Ave OC, PM 50.4 - KP 81.1, near Elmo OC, PM 51.4 - KP 82.7, near Elmo OC, PM 52.4 - KP 84.3, S of Pond Rd OC, PM 53.6 - KP 86.3, N of Pond Rd OC.	Closed Circuit Television PM 56.1 - KP 90.3, near 11th Ave.
14 TULARE PM 0.0-25.0 KP 0-40.2 TULARE COUNTY LINE to 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC	Changeable Message Sign (2 locations) NB PM 5.6 - KP 9.0, S of Ave 48, SB PM 9.1 - KP 14.7, near Avenue 72; Highway Advisory Radio PM 6.2 - KP 10.0, N of Earlimart.	Changeable Message Sign SB PM 21.0 - KP 33.8, near Tulare River Br; Weather Station PM 18.3 - KP 29.5, near SR 190; Closed Circuit Television PM 18.2 - KP 29.3, near SR 190.
15 TULARE PM 25.0-33.3 KP 40.2-53.6 0.4 MI (0.64 KM) S OF TULARE AIRPORT OC to 0.1 MI (0.16 KM) N OF RTE 99 BUSINESS OC	N/A	Weather Station PM 31.4 - KP 50.5, near Kings River Br. Proposed ITS technology includes: Highway Advisory Radio PM 29.0 - KP 46.7, S of SR 137; Closed Circuit Television PM 29.6 - KP 47.6, near SR 137; Changeable Message Sign (2 locations) NB PM 27.9 - KP 44.9, S of SR 137, SB, PM 31.3 - KP 50.4, N of SR 137; Weather Station PM 29.4 - KP 47.3, near SR 137.
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1MI (0.16 KM) N OF RTE 99 BUSINESS OC to 0.6MI (0.58 KM) N OF AVE 280	Changeable Message Sign NB PM R36.5 - KP R58.7 near Avenue 280.	
17 TULARE PM 37.0-41.2 KP 59.5-66.3 0.6 MI (0.58 KM) N OF AVE 280 to NORTH GOSHEN OH	N/A	Highway Advisory Radio PM 40.0 - KP 64.4, N of SR 198; Closed Circuit Television PM L38.8 - KP L62.4, near SR 198.
18 TULARE PM 41.2-48.1 KP 66.3-77.4 NORTH GOSHEN OH to 0.6 MI (0.58 KM) S OF TRAVER OC	Changeable Message Sign SB PM 42.3 - KP 68.1, N of SR 198.	Weather Station PM 42.3 - KP 68.1, N of SR 198.

Segment PM/KP From/To	Existing ITS	Planned ITS
19 TULARE PM 48.1-R53.9 KP 77.4-86.7 0.6 MI (0.58 KM) S OF TRAVER OC to FRESNO COUNTY LINE	Changeable Message Sign NB PM 51.9 - KP 83.5, near Road 384.	Weather Station PM 48.7 - KP 78.4, near Merrit Dr; Highway Advisory Radio PM 48.7 - KP 78.4, near Merrit Dr, Closed Circuit Television PM 51.8 - KP 83.4, near Dodge Rd; Traffic Management Station (3 locations) PM 22.2 - KP 35.7, PM 50.4 - KP 81.1, N of Avenue 368, PM 51.8 - KP 83.4, S of Dodge Ave.
20 FRESNO PM R0.0-6.4 KP 0-10.3 FRESNO CO LINE to RTE 99/43 SEP	N/A	N/A
21 FRESNO PM 6.4-7.8 KP 10.3-12.6 RTE 99/43 SEPARATION to 1.3 Mi (2.09 KM) N OF FLORAL AVE UC	Weather Station PM 6.7 - KP 10.8, near Floral Ave.	Closed Circuit Television PM 6.5 - KP 10.5, near SR 210.
22 FRESNO PM 7.8-9.2 KP 12.6-14.8 1.3 MI (2.09 KM) N OF FLORAL AVE UC to Manning Ave OC	N/A	Closed Circuit Television PM 9.2 - KP 14.8, near Manning Ave.
23 FRESNO PM 9.2-12.4 KP 14.8-20 MANNING AVE OC to Clovis Ave UC	Changeable Message Sign (2 locations) SB PM 10.5 - KP 16.9, near South Ave, NB PM 11.8 - KP 19.0, near Adams Ave.	Closed Circuit Television PM 11.8 - KP 19.0, near Adams Ave.
24 FRESNO PM 12.4-14.5 KP 20-23.3 CLOVIS AVE UC to America Ave OC	N/A	Closed Circuit Television PM 12.7 - KP 20.4, near Clovis Ave; Highway Advisory Radio PM 13.0 - KP 20.9, near Floral Ave.
25 FRESNO PM 14.5-18.5 KP 23.3-29.8 AMERICAN AVE OC to SOUTH JCT RTE 99/41 SEPARATION	Changeable Message Sign (2 locations) NB PM 16.9 - KP 27.2, S of Cedar Ave, SB PM 16.9 - KP 27.2, N of Cedar Ave.	Closed Circuit Television PM 18.5 - KP 29.8, near Jensen Ave UC; Traffic Management Station (2 locations), PM 16.6 - KP 26.7, N of Central Ave, PM 17.7 - KP 28.3, near Orange Ave OC; Highway Advisory Radio PM 16.9 - KP 27.2, near Cedar Ave.
26 FRESNO PM 18.5-19.3 KP 29.8-31.1 SOUTH JCT RTE 99/41 SEPARATION to NORTH JCT RTE 41/99 SEPARATION	N/A	Traffic Management Station PM 19.2 - KP 30.9, near Church Ave.
27 FRESNO PM 19.3-22.1 KP 31.1-35.6 NORTH JCT RTE 41/99 SEPARATION to JCT RTE 180 S	N/A	Closed Circuit Television (2 locations) PM 20.4 - KP 32.8, near Ventura Ave, PM 20.7 - KP 33.3, near Fresno St, Traffic Management Station (3 locations), PM 19.9 - KP 32.0, near California Ave, PM 20.5 - KP 33.0, near Kern Ave, PM 21.0 - KP 33.8, near Stanislaus Ave.

Segment PM/KP From/To	Existing ITS	Planned ITS
28 FRESNO PM 22.1-23.3 KP 35.6-37.5 JCT RTE 180 S To OLIVE AVE OC	N/A	Closed Circuit Television PM 22.7 - KP 36.5, near Belmont Ave OC, Traffic Management Station (2 locations), PM 22.4 - KP 36.0, near Pacific Ave OC, PM 23.0 - KP 37.0, near Belmont Ave.
29 FRESNO PM 23.3-26.6 KP 37.5-42.8 OLIVE AVE OC to ASHLAN AVE OC	Changeable Message Sign SB PM 23.9 - KP 38.5, near McKinley Ave UC, Closed Circuit Television PM 23.9 - KP 38.5, near McKinley Ave UC.	Traffic Management Station (4 locations) PM 23.6 - KP 38.0, S of McKinley Ave; PM 24.1 - KP 38.8, N of McKinley Ave; PM 24.7 - KP 39.7, N of Clinton Ave, PM 25.8 - KP 41.5, near Dakota Ave.
30 FRESNO PM 26.6-31.6 KP 42.8-50.9 ASHLAN AVE OC to MADERA CO LINE	Changeable Message Sign NB, PM 28.8 - KP 46.3, near Barstow Ave, Weather Station PM 31.4 - KP 50.5, near San Joaquin River Br.	Closed Circuit Television (5 locations) PM 27.8 - KP 44.7, near Olive Ave, PM 28.1 - KP 45.2, near Shaw Ave, PM 28.1 - KP 45.2 near Shaw Ave, PM 30.9 - KP 49.7, near Herndon Ave, PM 31.5 - KP 50.7, near San Joaquin River Br, Traffic Management Station (2 locations), PM 27.0 - KP 43.5, near Gettysburg Ave, PM 29.1 - KP 46.8, N of Shaw Ave.
31 MADERA PM 0.0-9.0 KP 0- 14.5 MADERA CO LINE To 0.3 MI (0.48 KM) N OF AVE 13	Changeable Message Sign (3 locations) SB PM 0.5 - KP 0.80, near San Joaquin River Br, NB PM 2.2 - KP 3.5, S of Avenue 8, SB PM 2.2 - KP 3.5, N of Avenue 8.	Closed Circuit Television PM R7.5 - KP 12.1, near Avenue 12, Highway Advisory Radio (2 locations), PM 0.8 - KP 1.3, near the San Joaquin River Br, PM R3.6 - KP 5.8, near Avenue 9, Traffic Management Station (4 locations), PM 2.2 - KP 3.5, near Avenue 8, PM 2.8 - KP 4.5, near Avenue 9, PM 2.3 - KP 3.7, near Avenue 11, PM R7.5 - KP 12.1, near Avenue 12.
32 MADERA PM 9.0-10.3 KP 14.5-16.6 0.3 MI (0.48 KM) N OF AVE 13 to RTE 145/99 SEPARATION	N/A	Closed Circuit Television PM 9.7 - KP 15.6, near Gateway Dr.
33 MADERA PM 10.3-R14.5 KP 16.6-23.3 RTE 145/99 SEPARATION to 0.3 MI (0.48 KM) N OF AVE 17	Weather Station PM 11.7-KP 18.8, near Fresno River Br.	Closed Circuit Television (2 locations) PM 10.8 - KP 17.4, near Yosemite Ave, PM 12.1 - KP 19.5, near Cleveland Ave OC.
34 MADERA PM R14.5-R19.9 KP 23.3-32 0.2 MI (0.48 KM) N OF AVE 17 To AVE 21 1/2	N/A	Closed Circuit Television PM 16.4 - KP 26.4, near Avenue 18 1/2 OC, Changeable Message Sign SB PM 15.6 - KP 25.1, near Avenue 17.
35 MADERA PM 19.9-22.7 KP 32-36.5 AVE 21 ½ To JCT SR 152 W	Changeable Message Sign NB PM 21.2 - KP 34.1, S of SR 152.	Closed Circuit Television PM 22.7 - KP 36.5, near SR 152, Highway Advisory Radio PM 22.7 - KP 36.5, near SR 152, Weather Station PM 22.7 - KP 36.5, near SR 152.
36 MADERA PM 22.7-29.4 KP 36.5-47.3 JCT SR 152 W to MERCED COUNTY LINE	Changeable Message Sign SB PM 28.2 - KP 45.4, near Le Grand Ave.	Closed Circuit Television PM 23.1 - KP 37.2, near Califa OH.

SR 99
SR 99 Transit Services
in Kern, Fresno, Tulare, and Madera Counties

Segment PM/KP From/To	Transit Services
1 –4 KERN PM L0.7-22.0 KP 0-35.4 RTE 5/99 SEP to Wible Road	Common Transit Carriers include Greyhound Bus Lines, Orange Belt Stages, Airport Bus of Bakersfield, and the Amtrak bus. Kern Regional Transit operates along this corridor from Bakersfield to Frazier Park and Lamont and in Segment 3 Golden Empire Transit (GET)..
5 - 13 KERN PM 22.0-57.6 KP 35.4-92.7 Wible Road to Tulare County Line	Common transit carriers include Greyhound Bus Lines, Orange Belt Stages, and Airport Bus of Bakersfield. Local transit carriers are Kern Regional Transit and Golden Empire Transit (GET), McFarland and Delano Dial-a-Ride.
14 - 15 TULARE PM 0.0-33.3 KP 0-53.6 Tulare County Line to 0.1 MI (0.16 KM) N OF RTE 99 Business OC	Both City and County operated Dial-a-Ride Fixed Route Services serve the Tulare urban area. The Tulare County Transit and the County operated Dial-a-Ride serves the Earlimart, Pixley, and Tipton areas. Tulare County Transit operates along the SR99 corridor from Delano (in Kern County) to the City of Tulare. The Orange Belt Stages and Amtrak service link is located in the area around the junction of SR137 and SR99 in the Tulare urban area and the Greyhound Bus Lines.
16 TULARE PM 33.3-37.0 KP 53.1-59.5 0.1MI (0.16 KM) N OF RTE 99 Business OC to 0.6 MI (0.58 KM) N of Ave 280	Common transit carriers include Greyhound Bus Lines.
17 TULARE PM 37.0-41.2 KP 59.5-66.3 0.6 MI (0.58 KM) N of Ave 280 to North Goshen OH	Visalia City Coach and the city-operated Dial-a-Ride Fixed Route Services serve the metropolitan area. The Orange Belt Stages and Greyhound Bus Lines depot is located northwest of the SR198/SR99 junction, and serves SR198, SR63, and SR65.
18 19 TULARE PM 41.2- R53.9 KP 66.3-86.7 North Goshen OH To Fresno County Line	Common transit carriers include Greyhound Bus Lines.
20-21 FRESNO PM R0.0-7.8 KP 0-12.6 Fresno County Line E to 1.3 Mi (2.09 KM) N of Floral Ave UC	Common transit carriers include Greyhound Bus Lines, Coalinga-Fresno Line, and Southeast Transit.
22-30 FRESNO PM 7.8-31.6 KP 12.6-50.9 American Ave OC to Madera County Line	The Fresno Area Express buses and Handy Ride Service buses serve this area. Common transit carriers include Greyhound Bus Lines, Coalinga-Fresno Line, Southeast Transit, and Orange Belt Stages. Connections can be made at the Amtrak Station, located in downtown Fresno.
31-36 MADERA PM 0.0-29.4 KP 0- 47.3 Madera County Line to Merced County Line	The City of Madera Dial-a-Ride bus service area begins at Avenue 12. Common transit carriers include Greyhound Bus Lines.

AADT: (Average Annual Daily Traffic) This designation indicates that the daily traffic is averaged over one calendar year.

Access Control (or Controlled Access): The condition where the right to access of owners or occupants or other persons of abutting land in connection with a highway is fully or partially controlled by public authority. Also, see Classification of Roads.

CMS: (Changeable Message Sign) A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A divided highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see V/C.

Facility:

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 20 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics at the time of the development of the TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance) Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System) A performance-based decision support system operating on a personal computer which allows alternatives analysis using performance measures. It has intermodal system elements for freight and person movements using a spatial and attribute database associating transportation systems under existing and forecasted conditions. It provides a new intermodal planning tool with a common Statewide data set for transportation planners.

ITS: (Intelligent Transportation Systems) ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure through the application of communications, computing, information, and other "high technologies."

ITSP: (Interregional Transportation Strategic Plan) The ITSP is a document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service) A general term that describes the operating conditions a driver will experience while driving in a particular facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio and expressed by a series of letter grades from A, (low **v/c** ratio and delay, no impediments) through E (high **v/c** ratio and delay, considerable impediments to traffic flow), and F (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study) When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, major investment (corridor or sub-area) studies are undertaken to develop or refine the plan and lead to decisions by the Metropolitan Planning Organization (MPO), in cooperation with participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to more than one mode of travel such as bicycle, private vehicle, bus, light rail, etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Types of Structures

PM: (Mile Post Marker, Postmile) or KP (Kilo Post) An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements), that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. South-north routes usually have an odd number and west-east routes usually have an even number. The PM also includes an abbreviation for the County (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera).

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process which sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal Improvement Plans, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program) A Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies and transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs also include Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program) The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report) A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report) An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used for rehabilitation and safety type projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program) After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SHOPP:** (State Highway Operation Protection Program) The SHOPP is a four year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects to add through lanes to increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas.

- **STIP:** (State Transportation Improvement Program) Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way) Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system including; Freeway/Expressway System, Highways of Regional Significance, Inter-regional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN) Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities and other major travel destinations; meet National defense requirements and serve interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network, Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Such regulations may already exist in various portions of local codes. The application for nominating *Eligible* scenic highways to become Officially Designated requires the preparation of a visual assessment and a resolution package. The resolution package is to include a resolution of intent, two maps, a video, and a narrative description of the scenic elements in the corridor, including intrusions on scenic views. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that is a key deterrent in U.S. strategic policy. It provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war. It is about 61,000 miles, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET connectors (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. These routes are typically used when moving personnel and equipment during a mobilization or deployment. Generally, these routes end at the port boundary or installation gate.

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks to (1) travel between NN routes, (2) reach a truck's operating facility, or (3) reach a facility where freight originates, terminates, or is handled in the transportation process.

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency. The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems which do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Types of Structures

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, intermodal connectivity, completely fund some projects and make investments in transit and rail within the State.

Types of Structures:

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road**.**
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrosssing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line**.**

Undercrossing: See Types of Structures

Underpass: See Types of Structures

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

P/191/SystemPlanning/SR99TCRGlossaryFINALApr4.doc